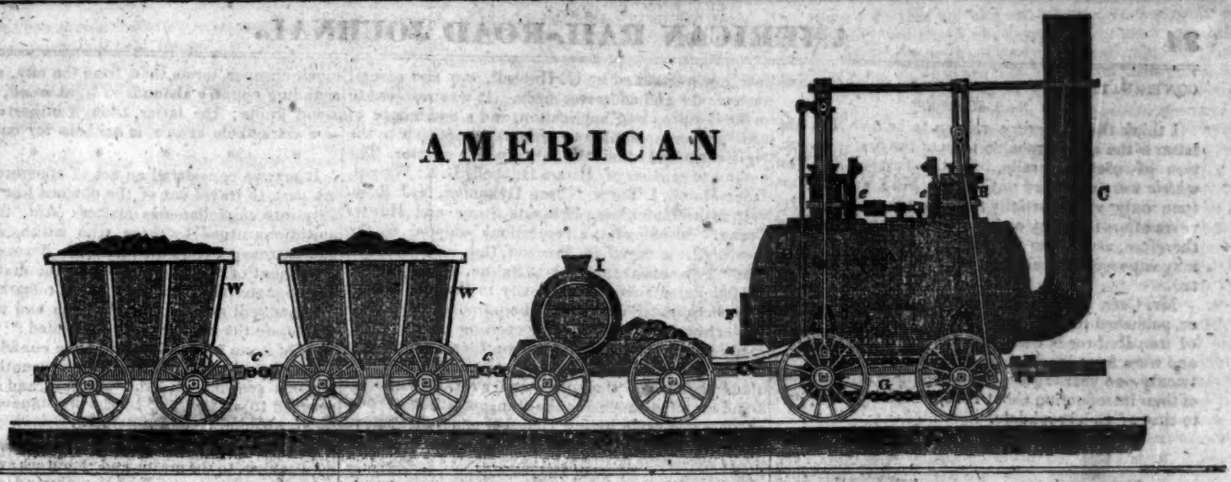

RAIL-ROAD JOURNAL.

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AMERICAN RAIL-ROAD JOURNAL.

NEW-YORK, JANUARY 14, 1832.

This is the third number of the Rail-road Journal; and as "3" has always been considered a magical figure, let us treat it here as if we acknowledged its mystic influence, and pause a moment upon the reflections the present paper calls forth upon this our undertaking. And first, as to the title of this periodical, we have been not a little amused at the comments it has excited. "The Rail-road Journal!" 'Phœbus what a name!' "I should as soon think," cried a gentleman in our hearing, "of a Patent-Furnace or Cooking-Stove-Journal! A newspaper devoted to Rail-roads? You might as well have an 'Aqueduct Chronicle,' or a 'Turnpike Commentator,' as a *Rail-road Journal!*" "Certainly," echoes another; "and 'the Steamboat-*Ægis*,' or 'the Steam-Bath-Locomotive,' or 'the Steam-Scouring-Visiter,' would be a far more attractive title!" So they might—so they might, Gentlemen; and you may add, that 'the Automaton-Working-Man' would be a more engaging title still to those who sit with their arms folded quietly at home, and when the whole world is awake and bustling about them, not only put their hands to no work of enterprize, but close their ears to the din of business, and shut out all sounds that would remind them of strenuous exertion. But, happily for the success of our undertaking, in this country there are but few such. They who would chill the ardor of enterprize by an infusion of phlegm into its aspirations, or dash its endeavors with a sneer, are in a small minority here; at least, so far as this little project is concerned, a table covered with complimentary letters from every part of the Union,—but few of which are not marked double postage,—implies such to be the fact. And here, while acknowledging this early accession of patronage to the Rail-road Journal, we take the opportunity of thanking the Editorial Corps generally, for the liberal commendation with which they have noticed the appearance of this publication. In doing this, we are bound to admit, that whatever merit may be ascribed to the paper, must be due rather to the manner in which it shall be hereafter conducted, than to the attempt to start it: for it is our own conviction, that there is an actual *call* for such a Journal in the country, and that in establishing this one, we only meet public opinion upon these matters; and we do not aim at leading, though we may attempt regulating and giving efficiency to, its operations.—The subject to which our columns are chiefly devoted, is one upon which light is flowing from many sources, and facts accumulating from many points. Be it our task to collect, condense, and modify the scattered rays of intelligence and experience, and pour them forth again in one broad stream throughout the land.

Rail-roads are in the physical world what Printing is in the moral: "Time is money," says Dr. Franklin, and if it be allowed that *Distance is Time*, surely the means of over-coming the one are second in importance only to those which facilitate the improvement of the other! To collect and disseminate practical information with regard to those means, is the object of the Rail-road Journal, and it certainly is not more extravagant, nor less feasible than those of the different publications among us, whose aim it is to illustrate the progress of certain branches of literature or science, or to further the advancement of the Fine Arts, or of particular professions. As a publication of immediate utility the claims of this Journal can be questioned only by those who are ignorant of the general interest the subject of it is exciting, or who look with apathy upon the strides of improvement through our widely extended land: and as valuable to bind up for future reference, it will be prized by every person of intelligence who recollects that, embodying as it does the records of measures daily transpiring in every part of the Union, it will contain the actual history of Rail-roads in this country. But in projecting such a paper, there were other objects, which, though secondary, have not been the less cordially embraced within our plan. The first of these is, to publish a constant record of what is doing in the literary world, and keep the attention of our readers awake by giving them the earliest notice of what men of learning and talent are from day to day, in every country, contributing to the stores of literature and science. This intention we find ourselves able amply to fulfil by the literary matter of a leading journal in this city being completely at our disposal. The second additional object we had in view, was to supply all the foreign news of interest, and miscellaneous intelligence of the day that would tend to make our columns entertaining to the general reader; and this, too, we are enabled to do by having the matter of the American at our command. Our opportunities, therefore, of ministering to the instruction and entertainment of our readers, upon subjects other than those of Rail-roads, it will be perceived, are by no means slender, and do, in fact, bear comparison with those of any other Journal around us; and we are enabled—if the conceit be excused—to promote the cause of "overcoming Time" not less by assisting to make it pass usefully and agreeably, than by disseminating information regarding Rail-roads and Locomotives. It remains to be seen whether this attempt to engraft the interests of business upon those of amusement, and to unite what is practically useful with what tends to embellish life, will be sustained with the same liberality that it has met at the outset. May we not be permitted to promise that it shall be deserved?

HARLAEM RAIL-ROAD.—The Harlaem Rail-road, of which so much has been said, is now located by an ordinance of the Corporation of this city. It is to commence at 23d street, and pass through the centre of the 4th, or Broadway avenue, to Harlaem River, at a point about 300 yards above the bridge. The distance is five miles. The contracts are all to be made by the 1st of February, when operations are to be commenced. It is intended that this road shall be constructed in the most permanent manner, with double track, and the cost to be about $50,000 per mile. Application will be made to the Legislature at its present session, for permission to continue the Rail-road down to 14th street, and to such other part of the city as the Corporation may permit. There is little doubt but this will prove a profitable investment to the stockholders, even if no other use should be made of it than for passengers. It is however so located as to meet the road now in contemplation from Albany to New York, on the east side of the Hudson river, a more particular account of which we hope to be able to give in our next number.

The following gentlemen, says the Mercantile Advertiser, were chosen Directors of the Providence and Boston Rail-road Company, on Wednesday, at an election held for that purpose, in Boston. Wm. W. Woolsey, of New York; Thos. B. Wales, J. W. Revvu, P. T. Jackson, and J. F. Loring, of Boston.

CONTINUATION OF THE "HISTORY AND PROGRESS OF RAIL-ROADS."

I think there is every reason to believe that the latter is the more probable term of the first introduction of cast-iron rails. In the first place, iron *wheels* were not used until about 1753, and at that time only very partially; it was not until several years after, that they came into general use—so long therefore, as wooden wheels were made use of, we may suppose that cast-iron rails had not been invented.

Mr. Carr, in his Coal Viewer and Engine Builder, published in 1797, says, "the making and using of iron Rail-roads were the first of my inventions, and were introduced at the Sheffield collery, about twenty-one years ago." This would make the date of their introduction about 1776, which is subsequent to that of Colebrookdale.

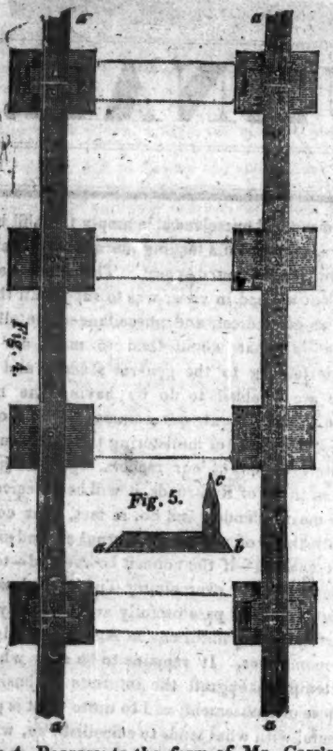

Fig. 4. Represents the form of Mr. Carr's cast-iron rails, which were used under-ground at the Duke of Norfolk's colliery, near Sheffield; a a a a a, are the rails, which were six feet long, and in form as shewn in *Fig.* 5; near each end of the rail small holes were cast, through which a nail was driven into the sleepers, which was of the same description as those of the wooden rails, *Fig.* 2, and shown by the dotted lines in *Fig* 4.; at the joinings of the rail at c c c c, they were merely laid against each other at the ends, and nailed down to the sleeper, the intermediate sleepers having only one nailing; *Fig.* V. shews a section of this form of rail; a b, the horizontal bearing in which the wheel travelled; and b c, the upright ledge or projection to prevent the wheels from running off the road.

Various forms of this rail, which is called the "Plate Rail," appear to have been used with either wooden sleepers stretched across the whole breadth of the Rail-road, or short square wooden sleepers, as shewn in Fig. IV., on which the rails were nailed. In the year 1800, we are told that Mr. Benjamin Outram, an engeneer, in adopting this rail on the public Rail-way at Little Eton, in Derbyshire, introduced stone props instead of timber, for supporting the ends and joinings of the rails.

Mr. Outram, however, was not the first who made use of stone supports, as the late Mr. Barns employed them in forming the first iron Rail-road which was laid down in the neighborhood of Newcastle-upon-Tyne, viz. from Lawson main colliery to the river, in 1797.—[*To be continued.*]

RAIL-ROAD FROM PULASKI TO SALINA.—A numerous meeting of the citizens of Onondaga and Oswego counties was held at Union Square, Oswego county, on the 23rd ult. for the purpose of considering the propriety of an application for a Rail-road from Pulaski to Salina, N. J. Roosevelt, esq. chairman, Hiram Hubbell, esq. vice-president, and Rufus Tiffany and Erasmus Stone, secretaries. The object of the meeting was stated by H. Hubbell, esq. and several statements and addresses made. It was resolved to make the proposed application, and a committee of nine persons appointed to present the petition to the legislature and solicit the passage of a charter. The committe consists of Hiram Hubbell, B. K. Wright, Isaac Hatch, I. Torry, Gilson Dykeman, N. J. Roosevelt, Miles Hotchkiss, Erasmus Stone and Hunter Crane. In one of the resolutions adopted by the meeting, it is urged in favor of this improvement, that "as a connecting link at Salina, with the great contemplated road from Albany to Buffalo, and its intersection at Pulaski with the proposed road from Watertown to Rome, thereby opening a direct Rail-road communication from the northern counties of this state and Lower Canada, to the fertile and populous regions of the south and west, it will command an importance for the transportation of passengers possessed by few routes of equal distance in the state."—[Alb. Argus.]

An extract from the report of Alexander Black, Esq., commissioner, President of the Charleston and Hamburg Rail-road, exhibiting the condition of that work on the 18th of October last:

To Elias Horry, Esq., President of the So. Carolina Canal and Rail-road Company:

SIR—In conformity with the resolution of the Board, requiring a minute report of the present state, and probable progress of the work on the Rail-road; I have the honor to submit the following particulars; which are as circumstantial as time will permit, without neglecting other duties, indispensable to a steady advancement of the work, and which, I trust, will embrace the objects contemplated therein

Since I last had the pleasure of communicating in detail to the Board, the work generally has progressed with as much expedition and efficiency, as was then calculated on; and is as far advanced (all circumstances considered) as could have been expected at any period of our career. The late extensive freshets, which inundated the whole of the adjacent low-lands, prohibited for a while all operations on the contracts of Col. Thompson and Mr. De Witt, situated on the east and west margin of the Edisto river, and compelled them to suspend field work, for sometime after the waters had subsided, owing to the impossibility of hauling materials over the ground in its oozy state. These interruptions were, however, only partial. In situations remote from the large water courses, both the ground and the climate have been as favorable as usual.

The annexed tabular statement will exhibit in a succinct form, the exact situation of the work in all its bearings: The arrangements made, and preparations in train, to urge the work on to a speedy completion, are on a scale which will secure all the available aid that can be procured; even at prices beyond the usual value of labor. To prosecute the work with the utmost vigor, is regarded, for many considerations, of primary importance.

It has been previously stated, that nearly the whole line to the Horse-creek Bridge in the vicinity of Hamburg, was placed out under contract. In a few instances of minor extent, the contractors failed to fulfil their engagements. These failures are ascribable, either to unskilful management, negligence or the intervention of the sickly season, which deterred those who were not acclimated from remaining, and have all occurred on this side of the Four-Holes Swamp. The work is now placed in more competent and diligent hands, who are doing their duty.

It is known to the Board, that the road is completed in a connected line between ten and eleven miles from the depository; and that a station, with a revolving platform, is located about eight and a half miles in distance on the road, immediately parallel with, and about a half mile from, the Tenmile-house, on the State-road. So soon as a regular system of arrival and departure of the Engine is organized, the advantages of this station will be developed. Travellers, in terminating a journey, will gladly relinquish the fatigues of common travelling, and finish their trip on the Rail-road; the horses will be relieved of part of their burden over decidedly the most heavy and distressing section of road (to them) in the State, viz., at the Quarter-house; or they may remain to recruit over night.

By an arrangement with the proprietors of the stages, the expense of keeping up one change of horses can be saved,—the mails from Columbia and Camden delivered two hours sooner, and the passengers accommodated by a pleasing relief. It is a point also at which our fuel will be supplied on much cheaper terms than from the city, as the surrounding country abounds in light-wood, and light-wood knots; the latter, though hitherto valueless as a marketable article, is suitable for our purpose.

* * * * * *

It may be considered an act of supererogation on my part, to travel out of the obvious line of official duty into miscellaneous matter: still, the current objections urged by those who withhold their aid and patronage, should be noticed. Among the most prominent of these objections is the destructibility of the material. It is commonly remarked, "that the road will not last;" "that one end will be rotten before the other can be completed:" "if it was built of stone or iron it would have confidence," &c. I have heard these observations frequently made by persons sensible on other subjects, and seen them acceded to as truisms, by the by-standers, and by them, no doubt, again reiterated.

It is the province of wisdom to conform to circumstances, to the means and resources available. In a country where stone and iron abound, and capital is redundant, roads, houses and bridges are chiefly constructed of those materials. In many situations it it economy to do so, owing to the high price of timber. The timber which was used to make one mile of the State Road, would cost in England an amount sufficient to construct two miles of their ordinary turnpike roads made of stone. It would therefore be unwise in England to build a road of wood, and it would have been worse than folly, to have foregone the advantages of the State Road, until we could afford to build one of stone. Houses, wharves, and bridges, built of wood, are everywhere around. It is known they will not last for ever—'tis sufficient to know that the benefit derived justifies the investment. By a judicious selection of material and due care, they may be made to subserve the purposes intended during the life of man. It is surely not unfair to apply the same principles of reasoning to the Rail-road.

The repairs and renewals will be no more felt than in keeping up a bridge, when a piece of timber exhibits symptoms of decay or weakness, it is removed and a substantial one substituted. How many bridges have been maintained 20, 30, or 40 years, and so frequently renewed that perhaps not one original piece of timber remained, without producing any serious inconvenience to the Public or the Proprietors?

By referring to the original reports on the subject of this Rail-road, it will be remembered, in the calculations made as to the probable nett revenue, that 20,000 dollars was previously deducted from the assumed gross income, and set apart for repairs and reconstruction—a sum nearly adequate to keep it up in perpetuity, admitting it should require renewal of the perishable material every ten years.

That attention must be bestowed on it, and means taken to protect the timber against the influence of the weather, is admitted. Paint is used to protect a house; tar, varnish and pitch to preserve a ship: omit these precautionary measures, and how soon does the one become a ruin, and the other a wreck. Turpentine and oil well laid on in a hot state, is the preparation applied to the transverse pieces and rails. A regard to economy influenced the selection of these ingredients from the many which were proposed for the purpose.

The ulterior substitution of stone as the foundation when the wooden supports give way, is a view of the subject which early occurred to the Board.—This question is to be determined at a future day.—It may, however, be gratifying to know that the facilities for accomplishing this object are within our reach whenever the expediency of so doing is determined. I am informed that there are several beds of stone contiguous to the line of road, between the Upper Three Runs and Hamburg, which readily yields to the workman's chisel, and by exposure to the atmosphere becomes very hard. Should our expectations as to its fitness be disappointed, on a minute examination, recourse may be had to those vast bodies of granite which lie on the margin of the Savannah river, within a few miles of Hamburg.

The transportation of the material to the spot where it is wanted, will add very little to the annual expenditure. The crop is generally conveyed to the sea-board market by the latter end of June. There will therefore be but little descending trade in the months of July, August, September, and October. In the two latter months, considerable up freight in merchandise will offer. On the return trips, the moving power had better be used in conveying the stone than wasted, no interruption to the regular transit of commodities will be in consequence occasioned.

But, even should there be no compensating employment, it is obvious that arrival and departure must be regulated by a system as certain and prompt as the mail arrangements. The attendants must be retained throughout the year, and whether profitably employed, or not, receive their wages and maintenance.

By charging them with the performance of this business, nothing is added to the annual expenditure, except an increase of fuel. The wooden foundation may be thus gradually transformed into stone, without interrupting the regular trips, by incurring no other expense except that of shaping and adjusting the stone support; and it is believed can be effected for the amount estimated for repairs and renewals, if permitted to accumulate for the term of ten years. ALEXANDER BLACK, *Commissioner.*

The following report shows the facility with which a Rail-road may be made to connect the Western Lakes with the valley of the Mississippi. The whole rise and fall, in a distance of about 90 miles, including the Rapids of the Illinois river, being only 195 feet; which the Engineer says can be readily overcome without stationary engines. Surveys were made both for a Canal and Rail-road, with a view to ascertain which might be constructed with the greatest facility; and the opinion is *decidedly* in favor of a Rail-road, as will always be the case where their comparative advantages are understood.

[*From the Illinois Intelligencer, of Dec.* 24, 1831.]

SPRINGFIELD, 21st Nov. 1831.

To Charles Dunn, Acting Commissioner of the Illinois and Michigan Canal.

SIR: Having (in conformity to your instructions) finished the examination of the Calimic river, together with a series of surveys in the vallies of the Des Plaines and Illinois rivers, necessary to the development of their true character, with reference to the projected improvement of the communication between Lake Michigan and the navigable waters of the Illinois river, by means of a Canal or Rail-way—a detailed report of the results, including the maps and profiles of the different lines surveyed, will be furnished the Board as soon as practicable.

The objects of the examination of the Calimic river were in a great measure attained. But with every facility afforded for the supply of the summit level with water, at the most favorable elevation, the facts elicited by the examination of the route of the proposed Canal, are unfavorable to the practicability of its safe and economical construction. The route examined for a Rail-way commencing at Chicago, crossing the Des Plaines at Laughton's ford, and pursuing the N.W. bank of the Des Plaines, was found extremely favorable for the adoption of that species of improvement. The ascent from Chicago to the summit level, is 25 feet, and the descent from thence to the foot of the Rapids of the Illinois, 170 ft.; which can be readily overcome by locomotive power, without the aid of stationary engines, at a rate of graduation rarely attaining, and seldom exceeding, 20 feet to a mile. Materials of stone and timber are generally found in the immediate vicinity of the line.

The comparative estimates of the cost of improving the navigation of the Rapids, and of the continuation of the Canal and Rail-way from the mouth of Fox river to their termination, not being completed, the Board is respectfully referred to the final report for information on that subject.

Very respectfully, your ob't. serv't.

J. M. BUCKLIN, Engineer M. & I. C.

RAIL-ROADS IN VIRGINIA.—The Old Dominion has strong predilections for old ways. To such an extent, indeed, does it carry this predilection, that it is almost proverbial for bad roads; which, because they were good enough for the fathers, are now thought good enough for the sons; and, for being somewhat behind-hand in the improvements which other States have accomplished or are rushing into.

The improvement, however, above Richmond, of the James River—a main artery of Virginia—is now seriously contemplated, and, according to extracts we find in the Richmond Whig, from the Chief Engineer's report, it is by a Rail-road that this improvement is to be effected.

Capt. Crozet, the Chief Engineer, thus states the amount of the trade of the James River, for 1830:

Produce and merchandize, 50,000 tons,
Coal, 700,000 bushels.

The net revenue on each style of improvement up to Lynchburg, might be, including for water and ground rent, $5,477.

Canal.	*Locks and Dams.*	*Rail-road.*
$29,237	$126,770 40	$39,402

Allowing for tolls on each respectively, for the whole distance:

$6 00	6 12	6 67

This year, as was expected, the trade of the river has continued to increase, even under the unfavorable circumstances of the present navigation; the tolls received up to the first of December were, $59,716

Last year for the same time they were	53,931
And for the whole year,	58,777

A single proportion shows that the tolls of this year would consequently be about, 65,082

Which is an increase of nearly 11 per cent. and would be the result of probably:

Produce and merchandize, 57,500 tons,
Coal, 760,000 bushels.

The increase of revenue, at the above tolls, would therefore be (supposing always one half only from and to Lynchburg)

Canal.	*Locks and Dams.*	*Rail-Road.*
33,750	34,425	37,500
To which add for increase of coal,		600
Do. of ground and water rent,		1,300
		$1,900

Canal.	*Locks and Dams.*	*Rail-Road.*
35,650	36,350	39,400

Which added to the net revenues estimated for last year would make them this year:

54,887	168,020 40	78,892

This is the capability of the present commerce of James River, between Richmond and Lynchburg.—These receipts, it must be recollected are the surplus to be deposited into the Treasury free from all the annual charges of the improvement of the section up to Lynchburg.

Captain Crozet then carefully examines the advantages and disadvantages of each of the three modes proposed—that of *locks and dams*, that of a *canal*, and that of a *Rail-road*, and thus states his conclusion:—

Having reviewed the three modes of improvement spoken of between Richmond and Lynchburg, I now proceed to give my own opinion of the improvement up to Lynchburg.

If economy is to have a great weight in the decision of the question, and the present sectional exigencies of the trade up to Lynchburg only are considered, a lock and dam improvement would suffice.

But if it is wished to adopt, at once, that style of improvement best adapted to secure to Virginia the great and extensive advantages she can command by her geographical situation, a Rail-road is undoubtedly the system I should prefer.

This opinion, to which I have inclined for some time, has been fortified in my mind by the operations of the past seasons, which have proved the connection with the west to be most remarkably practicable: and if Virginia is prepared to expend three millions of dollars upon an improvement up to the mountains, it is certainly not to a canal I should wish to see them applied.

I will not trouble you with a repetition of the many arguments urged by the respective friends of canals and Rail-roads, as I do not think the question ought to be decided here between them in the abstract: but rather by the local and peculiar considerations belonging to the case.

In the first place, the cost of a Rail-road, (double track,) would not exceed $20,000 a mile, as is now fully established by the experience of the Baltimore and Ohio Rail-road.

In the next, this central line being in a direction which will invite travelling, the improvement would derive from this source an additional revenue, not to be expected on the canal.

But the principal and most decisive consideration I have to offer is, that uniformity in the mode of transportation is highly desirable: it saves the expense and other inconveniences of translation every where, and in this particular instance, may save the whole trade. For, if now the trade of Tennessee goes to Baltimore, over the worst of roads, how much more readily would it take that course, if a Rail-road from Tennessee or Kanawha to James river, was met there by one coming along the valley of the Shenandoah?

Let us picture to ourselves a train coming rapidly down to James river, across which is a Rail-road viaduct: on this an elegant locomotive engine is in waiting, which, in one day will carry the whole train to Baltimore, without delay, without unloading; on the other side are negroes, resting on their poles, inviting the produce to the safe conveyance of their boat under lock and key, down to Richmond, at the rate of 2 1-2 miles an hour, that is in 30 hours! (7 average days!) from Pattensburgh—the power, said negroes themselves, or some harness and whip-stripped mules. Which of these, I ask, will tempt the trade? I answer, the locomotive engine, which will be in Baltimore long before a transfer could be made into the boats, and at a less cost.

The danger of such a contingency may not be immediate, but it may, it will come; and will the state make a canal now, at great cost, with a prospect of being placed hereafter under the necessity of converting it into a Rail-road in self defence? Certainly not; she will prefer to make that work at once, which, while it will best guard her interests, will procure her an uninterrupted and uniform line of transportation; which will cost no more than an ordinary canal, produce more revenue, give greater celerity and momentum to her commerce, facilitate travelling and intercourse, save much useful time to industry, which neither frosts nor droughts can impede, and whose ramifications may so easily be extended in every direction, and even search the tide-water district, so well adapted to it, and infuse into it the life of trade. Activity of capital is wealth, and it is best promoted by this particular system.—Moreover, canals have done their best: Rail-roads, now at least equal to them, are still advancing towards perfection.

Persons who have not watched the progress of things, may be disposed to tax me with mutability of opinion, but a short inquiry will convince them, that new circumstances, by modifying my data, have necessarily introduced corresponding modifications into my opinions, and that I have invariably adopted, without hesitation, whatever has become best, in consequence of the rapid improvements of the age.

In 1826, when only navigation was thought of, the advances made in steam engines, induced me to investigate their application to a system of navigation hitherto untried, and I demonstrated, I think, that on a broad river, with a very small fall, as is James river up to Lynchburg, the use of steamboats on an improvement by locks and dams, would possess several advantages. Steamboats have since been brought to greater perfection, which is still more favorable to the system: and human invention is constantly directed to the substitution of steam to other power.

At that time, I could not advocate Rail-roads;—neither the power nor the vehicles used then were advantageous, the velocities obtained being small and the loads carried light. It is now hardly two years since the important improvements in this mode of conveyance have been made; they have been rapid and astonishing.

As late as the 25th of April, 1829, the Directors of the Liverpool and Manchester Rail-road offered a premium for a Locomotive Engine, requiring only, that

"The engine, if it weighs six tons, must be capable of drawing, on a level plane, a train of carriages of the gross weight of 20 tons, including tender and water tank, at the rate of ten miles an hour, with a pressure of steam in the boiler not exceeding 50 pounds on the square inch."

These were their utmost requisition and expectations, yet they were greatly exceeded. An engine was produced weighing only 4 1-4 tons, which carried as much as 46 1-4 tons gross, at the rate of 13-3-4 miles an hour. Greater results have been obtained since.

A single, but larger engine, the Sampson, for instance we are informed has drawn 150 tons at an average rate of 12 miles an hour, the coke burned not being quite 1-3 of a pound per ton per mile.

While the moving power has received these beautiful improvements, the means of diminishing the resistance have not been neglected. A few years ago, Tredgold estimated the friction at 1 in 130; N. Wood ventured as far as 1 in 200. Now, I have already mentioned that the Winan's car enables 1 pound to draw 450, with small wheels; and that, with outside bearings and chilled boxes, common cars will probably be made with enlarged wheels to be drawn by 1 pound out of 400, and perhaps more.

The considerable diminution of resistance on one hand, on the other, the fortunate application of the beautiful and cheap power of locomotive engines, capable alike of an energy and velocity which set animal power and speed at defiance, and withal, perfectly under control, are now circumstances to

which the most obdurate obstinacy only could refuse conviction. The Rail-road system is the triumph of the age—the ultimate effects of its introduction are incalculable, and with the certainty that it will produce important changes in the commercial and even political world, its early adoption, is safer than its rejection in favor of another system, from which no farther developments are to be expected. Such are my opinions and such their motives.

All of which is respectfully submitted.

C. CROZET, Principal Engineer.

Richmond, 26th Dec., 1831.

The Buffalo Journal of 4th inst. thus anticipates the value to New-York of the Rail-road it refers to in Ohio :—

Ohio Rail-road.—By a private letter from Ohio, to a gentleman in this village, we learn that the Dayton and Sandusky Rail-road bill has become a law. No event, since the completion of the Erie Canal, equals this in its consequences to the State of New-York. It annihilates space between the navigable waters of the Ohio and Lake Erie, and removes the last barrier to a regular, rapid, and cheap communication between the valley of the Mississippi and the city of New-York. When that road is finished, it will draw all the travel from the south-west through this place to our State metropolis. Let those who shall doubt us—and there will be many such—bear our assertion in mind, and cast it in our teeth when time has proved it erroneous. They will be wearied with waiting.

DOCUMENTS

Tending to prove the superior advantages of Rail-ways and Steam-Carriages over Canal Navigation. New York, T. & J. Swords, 1812.

Under the above title a pamphlet appeared in this city just twenty years ago—from which we extract, in this place, the introduction, referring to a subsequent page for explanation of, and comments on it. It may be well to premise that the documents here alluded to, were propositions submitted by Col. J. Stevens, of Hoboken, New Jersey, to the Canal Commissioners of New York, before a spade had been struck into the ground, for connecting Lake Erie with the Hudson by a Rail-road in preference to a Canal :

Introduction.—The following documents, on a subject calculated, I should suppose, to attract public attention, are committed to the press from an estimation of their importance, and from a full conviction of the practicability of the proposed improvement. On a subject of such deep interest to the community at large, I presume no apology will be necessary for the liberty I now take of laying before the public private communications.

Had the subject matter of this publication been exhibited to public view in the shape of an entire and connected essay, written expressly for the purpose, numerous repetitions and inacuracies, both in style and matter, would not have occurred. But, I am inclined to believe, that the desultory manner in which it is now handled, and the unavoidable repetitions necessarily resulting therefrom, will render it more generally impressive.

Although my proposal has failed to gain the approbation of the Commissioners for the improvement of inland navigation in the state of New York, yet I feel by no means discouraged respecting the final success of the project. The very objections their Committee have brought forward serve only to increase, if possible, my confidence in the superiority of the proposed rail-ways to canals.

So many and so important are the advantages which these states would derive from the general adoption of the proposed rail-ways, that they ought, in my humble opinion, to become an object of primary attention to the national government. The insignificant sum of two or three thousand dollars would be adequate to give the project a fair trial.—On the success of this experiment a plan should be digested, "a general system of internal communication and conveyance" adopted, and the necessary surveys made for the extension of these ways in all directions, so as to embrace and unite every section of this extensive empire. It may then indeed be truly said, that these states would constitute one family, intimately connected, and held together in indissoluble bonds of union.

Should the national government be induced to make an appropriation to the amount above stated, an experiment could soon be made, either in the vicinity of this city, or at Washington, as may be deemed most expedient.

But the attention of the general government is urged more imperatively to this object from the consideration of its great national importance in a fiscal point of view. If any reliance can be placed on the calculations I have made, the revenue which this mode of transportation, when brought into general use, would be capable of producing, would far exceed the aggregate amount of duties on foreign importations. However extravagant this position may at first appear, I contend that it is capable of the strictest demonstration. It is an indisputable fact, that the aggregate amount of internal commerce is vastly greater than that of external commerce. But one half of the latter, viz. exports, are, by the constitution, exempt from the payment of duties; the other half, foreign imports only, are subject to the payment of duties.

The far greater part of domestic commerce consists of bulky articles, many of which *now* pay fifty per cent. on transportation to market. By the introduction of the proposed rail-ways, nine-tenths, at least, of this enormous tax would, in many instances be saved, and the expense of transportation reduced from fifty to five per cent. A toll of five per cent. would raise it to ten per cent. But still the farmer, remotely situated, would save four-fifths of his present expense in the transportation of his produce to market. An average toll, then, of five per cent. would constitute a very moderate impost. But the product of such an impost would, at no distant period, be immense. That it would far exceed any amount which could possibly be derived from duties on foreign imposts, cannot admit of doubt.

At a period like the present when the ordinary sources of revenue continue no longer to pour into the treasury of the United States their tributary streams, and when too we are called upon to make "arrangements and exertions for the general security;" at such a period the merits of a system promising, not merely to facilitate most astonishingly "internal communication and conveyance," but to furnish new and abundant sources of revenue, ought surely to command the attention of the general government, and cannot fail to "be seen in the strongest lights."

The extension and completion of the main arteries of such a system of communication would by no means be a work of time. It would be exempted totally from the difficulties, embarrassments, casualties, interruptions and delays incident to the formation of canals. Requiring no supply of water—no precision and acuracy of level, the work could be commenced and carried on in various detached parts—its progress would be rapid, and its completion could be ascertained with certainty. Innumerable ramifications would from time to time be extended in every direction. Thus would the sources of private and public wealth, going hand in hand, increase with a rapidity beyond all parrallel. For every shilling contributed towards the revenue, a dollar at least would be put into the hands of individuals.

But there remains another important point of view in which this improvement demands the attention of the general government. The celerity of communication it would afford with the distant sections of our wide extended empire, in a consideration of the utmost moment. To the rapidity of the motion of a steam-carriage on these rail-ways, no definite limit can be set. The flying Proas, as they are called by voyagers, belonging to the natives of the Islands in the Pacific Ocean, are said at times to sail at the rate of more than twenty miles an hour. But as the resistance of the water to the progress of a vessel increases as the squares of her velocity, it is obvious that the power required to propel her must also be increased in the same ratio. Not so with the steam-carriage—as it moves in a fluid 800 times more rare than water, the resistance will be proportionably diminished. Indeed the principal resistance to its motion arrises from friction, which does not even increase in a direct ratio with the velocity of the carriage. If, then, a Proa can be driven by the wind (the propulsive power of which is constantly diminishing as the velocity of the Proa increases) through so dense a fluid as water, at the rate of twenty miles an hour, I can see nothing to hinder a steam-carriage from moving on these ways with a velocity of one hundred miles an hour.*

I will now just observe, that should it be considered an object of sufficient importance, sails might be used whenever the wind was favorable. Van Bram gives a curious account of the peasantry in the country round Pekin availing themselves of sails, when the wind favored them, for propelling the wheelbarrows in which their products are carried to market.

In a military point of view, the advantages resulting from the establishment of these Rail-ways and steam-carriages, would be incalculable. It would at once render our frontiers on every side invulnerable. Armies could be conveyed in twenty-four hours a greater distance than it would now take them weeks or perhaps months to march.

Thus then this improvement would afford us prompt and effectual means, not only of guarding against the attacks of foreign enemies, but of expeditiously quelling internal commotions; and thus securing and preserving for ever domestic tranquility.

Whatever constitutional doubts may be entertained respecting the power of Congress to cut and form canals, there can be none about the power to lay out and make roads.

I shall now close this topic with an extract of a Message from President Madison to the Senate and House of Representatives of the United States.

"The utility of canal navigation is universally admitted, and it is not less certain, that scarcely any country offers more extensive opportunities for that branch of improvements than the United States; and none, perhaps, inducements equally persuasive, to make the most of them. The particular undertaking contemplated by the State of New York, which marks an honorable spirit of enterprize, and comprising objects of national, as well as more limited importance, will recall the attention of Congress to the signal advantages to be derived to the United States, from a general system of internal communication and conveyance; and suggest to their consideration whatever steps may be proper on their part, towards its introduction and accomplishment. As some of those advantages have intimate connection with arrangements and exertions for the general security, it is a period calling for these, that the merits of such a system will be seen in the strongest lights.

"Washington, Dec. 2, 1811. "JAMES MADISON."

From local circumstances, these Rail-ways are calculated to become pre-eminently beneficial to the southern States. The great predominance of sand, and the deficiency of gravel or stone, precludes the practicability of making good turnpike roads; but the level surface, and great abundance of pine timber throughout this district of country, would not only render the construction of these rail-ways very cheap, but peculiarly advantageous. By preserving nearly a horizontal level, the power requisite for the transportation of heavy bodies would be reduced astonishingly. The cheapness of fuel would reduce too the expense of supporting this power to almost nothing. Articles would be transported one hundred miles on these ways, at less expense than they could now be carried one mile on a deep sandy road. This projected improvement is surely then an object worthy of the most serious attention of the inhabitants of the southern States. It would at once more than double the value of their products. It appears to me calculated to hold out the most flattering prospects of gain to such enterprizing individuals or companies as might be induced to embark a capital in this object.

But, I consider it, in every point of view, so exclusively an object of national concern, that I shall give no encouragement to private speculations, until it is ascertained that Congress will not be disposed to pay any attention to it.

Should it, however, be destined to remain unnoticed by the general government, I must confess I shall feel much regret, not so much from personal as from public considerations. I am anxious and ambitious that my native country should have the honor of being the first to introduce an improvement of such immense importance to society at large, and should feel the utmost reluctance at being compelled to resort to foreigners in the first instance. As no doubt exists in my mind, but that the value of the improvement would be duly appreciated, and carried into immediate effect by trans-atlantic governments, I have been the more urgent in pressing the subject on the attention of Congress. Whatever then may be its fate, should this appeal be considered obtrusive and unimportant, or from whatever other cause or motive should it be suffered to remain unheeded, I still have the consolation of having performed what I conceive to be a public duty. John Stevens.

New York, May 15, 1812.

* This astonishing velocity is considered here as merely possible. It is probable that it may not in practice be convenient to exceed twenty or thirty miles per hour. Actual experiments however, can alone determine this matter, and, I should not be surprized at seeing steam-carriages propelled at the rate of forty or fifty miles per hour.

[*From the Baltimore American.*]

Baltimore and Ohio Rail-road Company.—We stated on Thursday that the case recently argued at Annapolis,—the Baltimore and Ohio Rail-road Company vs. the Chesapeake and Ohio Canal Company,—was decided against the former Company: Judges Buchanan, Earl and Stephen concurring, and Judges

Dorsey and Archer dissenting. The illness of Judge Martin prevented him from attending on the bench. It appears that "no written opinions were prepared; the Chief Justice stated the opinion of the majority of the Court to be, that the Canal Company were entitled to the prior choice of route." Should this decision go to exclude us, ultimately, from the route which has hitherto been fixed upon, we are happy to be able to add that it will not arrest the progress of our great work towards its final termination on the Ohio. The Board of Directors, it will be seen by the proceedings annexed, have resolved to prosecute the enterprize by the best route which may be still left open, and they have accordingly determined that examinations for that purpose shall be promptly made. This course the Board owed to themselves, to the city, to the State, and to the Nation; and although circumstances should render a great effort necessary in order to achieve the object in view, yet Baltimore and Maryland, and the United States, are all interested in making that effort, and it *will* be made.

Office of the Baltimore and Ohio Rail-road Co.
January 5th, 1832.

At a special meeting of the Board of Directors, held this day, the President stated that he had received intelligence from the Counsel of the Company, that the Court of Appeals had reversed the decision of the Chancellor, in the case of the Baltimore and Ohio Rail-road Company, against the Chesapeake and Ohio Canal Company, by which the Rail-road Company might be effectually excluded from the route that had been selected, and obliged to seek another site for the continuation of the road westward, beyond the Point of Rocks. Whereupon, the following resolutions were unanimously adopted:

Resolved, That, although the Company shall be excluded from the route which had been selected for the construction of the Rail-road, on the North Bank of the Potomac, in compliance with the condition annexed to the subscription of Maryland to the Stock of the Company, in 1827, yet the Board of Directors have an undiminished confidence in the practicability of constructing the road to the West, within the time originally contemplated, and with results not less beneficial to the State of Maryland, the Union, and the City of Baltimore, than profitable to the Stockholders; which confidence is founded upon the well known character of the country, admitting of the construction of the road in Virginia, with all the advantages of a close connexion with the rich valley of that State,—upon the now confessed superiority of a Rail-road over all other known modes as a means of intercommunication, both with regard to time, economy and commercial advantages,—and upon the strong conviction, which is rapidly gaining ground in the public mind, that this claim of superiority is placed beyond doubt by the experience of this country and of England.

Resolved, That the President be directed to take the most efficient measures to ascertain the best route to the Ohio River that may be still left open to this Company, by causing examinations to be made by the Chief Engineer, with a view to this object, and that he report thereon at the earliest practicable date.

Resolved, That this Board cannot too highly estimate the support that it has hitherto received from the Stockholders, and holds itself pledged to omit no measures that may in any way conduce to the accomplishment of the great object in view,—an object, national in its every aspect; and which, when completed, must be of incalculable advantage to our country, and place Baltimore, in wealth and reputation, upon the vantage ground which her admirable situation entitles her to hold.

P. E. THOMAS.
President B. and O. R. R. Co.

The Report of J. M. Bucklin, Esq, Engineer of the Illinois and Michigan Canal Co. published in this number of the Journal, is one of much interest He had just completed a survey of different routes, from Lake Michigan one by the way of the Calimic river, from the southern extremity of the lake, and the other from Chicago, on the southwesterly side of the lake to the foot of the Illinois Rapids, a distance of 97 miles. In his report he states the fact that the rise and fall in that distance is only 195 feet, or two feet* to the mile; which is the more remarkable as it passes the dividing ridge between the Mississippi and the St. Lawrence. The Engineer reports decidedly in favor of a Rail-road, and is of opinion, from the nature of the route (being a continued plain) and abundance of materials, that for $8,000 per mile, or for somthing less than $800,000, a good and substantial Rail-road with a single track may be constructed, which will connect the Valley of the Mississippi with the Lakes. His detailed report, with maps and profiles, will soon be prepared for the Commissioners; in the meantime, we understand that a gentleman is now in this city in possession of the necessary information, which will be laid before a meeting to be call d in reference to the contemplated Rail-road from Lake Erie to this city, to show the entire practicability of the undertaking, as well as the immense advantage which would result to New-York by its speedy construction. A Rail-road on this route would open a direct and easy communication with St. Louis, and the whole Valley of the Mississippi; it would bring into use some of the best water power in the Union, surrounded by the most fertile soil in the world, and inhabited as it is by a rapidly increasing population, it could hardly fail to prove a safe and profitable investment; and we wish all the success to the enterprizing projectors, which the importance of the work seems to warrant. We hope soon to be able to give a statistical account of this interesting and fertile section of the country.

* The report "seldom exceeding twenty feet to the mile," it should read "*two feet.*"

We have given some extracts from the report of Alexander Black, Esq. Commissioner of the Charleston and Hamburg Rail-road. It was our intention to give it entire, but its length prevents, as it would exclude several other interesting articles prepared for this number. The following facts, however, show conclusively that much credit is due to those having the management of it, for their perseverance:

The charter was granted in January, 1828, and the books opened in the following March—but a small portion only of the stock was taken, yet the company was organized and proceeded to collect such facts as would shed light upon the undertaking. In the winter of 1828, 29, an experimental line of survey was executed, and in the winter of 1829, '30, the route was explored by Mr. Horatio Allen; in the meantime a section of three or four miles was constructed and put into operation; doubts and fears were in a measure dispelled, and by great exertion the subscription to the stock was increased to 600 thousand dollars in August, 1830, when the affairs of the company assumed a promising aspect, and the work has progressed rapidly, as will be seen by the annexed tabular statement referred to in the first part of the report. In the construction of this road wood alone is used, with the exception of a flat bar of iron on the surface. Piles are driven into the earth on each side of the path, on the top of which and at right angles with the path, a sleeper is placed; the rail of wood, six by ten inches square, is fastened to the sleepers. This is a very cheap mode of construction, and very liable to decay; it however answers present purposes, and will enable them to rebuild it at a future period, of more permanent materials, at a much less expense.

Distance cleared and grubbed thirty feet in width	95 miles
Track opened, 200 feet wide	19 1-2
Distance of line where the excavation is finished	45 1-4
Piles driven	48 1-8
Caps fitted on	31 1-4
Rails laid and wedged	21
Hands employed	637

☞ It is the intention of the publisher, should the encouragement warrant the undertaking, (and *thus far* it is very flattering,) to publish in detail some of the best English books upon Rail-roads, with most of their engravings of *rails, engines, carriages, machinery,* &c. &c. The expense of such an undertaking will be great; yet, he is confident that the interest taken by the American people in the subject of Rail-roads, at this time, will sustain him, and therefore he *will pursue it.*

Col. J. Stevens, *of Hoboken.*—The introduction we give in this number to a pamphlet published twenty years ago, by the venerable individual whose name is at the head of this article, and who still happily survives to witness the realization, to the *letter almost,* of his sagacious views respecting Rail-roads, entitles him to the rank of Father of that system of internal improvements in the United States.

It is scarcely possible to impart to our readers an adequate idea of the satisfaction we have derived from perusing—in the presence as it were, of the fact that great and flouishing Rail-roads are now in use both in this country and in England—the clear, distinct, and accurate views on this subject, entertained and expressed in 1812, by Col. Stevens. On the other hand, in the objections to his theory—for it was all theory then with him, but theory founded on cautious observation and reasoning—stated as they were by such men as *Gouverneur Morris, Robert L. Livingston,* and *De Witt Clinton,* there is, seeing the results we now see from Rail-roads, much to induce distrust in even the loftiest intellects. There is scarcely one of those objections, advanced at the time with most undoubting confidence, which experience has not proved to be unfounded; there is scarcely one of the anticipations, or even calculations of Col. S. respecting the construction of Rail-roads, and the probable velocity and power on them of steam carriages, which like experience has not verified.—Yet, in their day and generation, the objectors—looked up to, as men of enlarged minds and sound common sense—prevailed; and he, whose schemes time and experience have ratified, was treated as a visionary Theorist. Nor, to say truth, are we astonished at such a decision; for how many men, twenty, nay ten years ago, would have considered such an assertion as that we are about to quote, other than the wildest vision:—"It is probable," says Col. Stevens, in a note in the pamphlet before us on the possible velocity of a steam carriage on Railways, "that it may not in practice be convenient to exceed twenty or thirty miles an hour. Actual experiment, however, can alone determine this matter, and I should not be surprized at seeing steam carriages propelled at the rate of forty or fifty miles an hour." How completely has the Liverpool and Manchester Rail-road verified both branches of this remark! how incredible, up to the very day when it was thus verified, did such results seem to the immense majority of mankind! Finding his suggestions unheeded in New York, Col. Stevens some years afterwards, (in 1818 or 1819,) addressed a memorial to the Legislature of Pennsylvania, then beginning to be moved by the spirit of internal Improvement, recommending a communication between the waters of the Ohio and those of the Delaware, by a Rail-road from Pittsburg to Philadelphia. But the public mind was not yet ripe; Col. Stevens was in advance of his age, and his counsels fell on closed ears.

It may now justly be claimed for this enterprizing, sagacious and disinterested gentleman, that what others are effecting, he foresaw and recommended long years ago; and the honor is fairly his, of having first suggested, in this country, the advantages of Rail-roads and steam carriages, and of having accurately estimated their speed and power.

Our readers will, we are sure, think the space well occupied, which has thus been devoted in this *first American Rail-road Journal,* to an assertion of the sagacity and services of the *first American projector of Rail-roads.*

Many of our citizens assembled yesterday on Bowly's, and the adjacent Wharves, to witness the novel and enterprizing project of opening a track through the ice, quite 12 inches thick. Our readers have been already apprized that the steamboat Independence has been fitted out tor this important service, and we are happy to state, that after proceeding several hundred yards, her performance justified the opinion that the result will fully accord with the most sanguine expectations of all interested.—It is, however, considered an enterprize of great labor and risk, and if persevered in, will, we presume, be amply remunerated, as it deserves to be.—[Baltimore Chronicle.]

NEW-YORK AMERICAN.

JANUARY 7, 9, 10, 11, 12, 13, 1832.

REVIEW OF THE WEEK.

Library of Religious Knowledge, Vol. I. II. and III. New-York: Jona. Leavitt.—From the title given to this work, it is, we presume, to be a continuous one, and intended to embody, in the popular form which these convenient and compendious collections have taken, subjects especially calculated to promote and advance the cause of religious knowle ge. The three volumes before us, attractive by the excellence of the paper, and a clear type, present a "Journal of Voyages and Travels, by the Rev. Daniel Tyerman and Geo. Bennet," Esq. who, between the years 1821 and 1829, visited, under the direction of the London Missionary Society, their various stations in the South Sea Islands, China, India, &c. The scope here given to the observations of educated and intelligent travellers, independently of any interest in the main objects of the mission, is, it will be perceived, large; and those who have read the Journal of our own Mr. Stewart, through a portion of the same region, will feel how such opportunities may be improved. The editor of this Journal, which is compiled from an immense mass of original documents, is *James Mo tgomery*, author of "The World before the Flood," and other poems, which, owing to their having been unduly praised by injudicious friends, have disappointed general readers. This compilation appears to us judiciously made: the style of the Journal is easy and natural, of which the short passages we shall extract may be received as evidence.

The calumnies and other inventions of Capt. *Otto Van Katzebue*, of the Russian Navy, respecting the injury to the communities of the Society Islands, occasioned by the introduction of Christianity, and the residence there of the Missionaries, are indignantly noticed and refuted.

We shall have occasion, at a season of more leisure and space for literary extracts, to return to this Journal: at present, we give some few passages from it, and take leave of it, with expressing the earnest hope, that the enterprize of this *Library of Religious Knowledge* may, as, if judiciously conducted, it must, succeed abundantly.

Our travellers are in Java, and thus describe a portion of that oddest of all people, the Chinese, of whom a colony inhabit Batavia:—

Batavia is regularly built; the streets cross each other at right angles, and are of suitable width, well paved, and having broad footpaths of granite, or tiles, on each side; the carriage-way between is gravelled.

There is a portion, however, of the city, strongly contrasted with the European parts, inhabited solely by Chinese, and called their *camp*. These foreigners live generally in small low houses, to each of which was attached a shop, with all manner of wares, drugs, fruit, &c. &c. exposed for sale within and without. In every shop, opposite the front door, is an idol, painted on paper—a fat, squat old man, a fiery flying dragon, a monstrous fish, or some horrible figure; before which is placed a petty altar—a little pot containing fragrant gums, or sticks of sandal wood, which are kept continually burning. The ashes are carefully preserved, and accumulate in the vessel, till one or another of the family are going on a journey or a voyage, when a handful is taken out of the precious deposit, and thrown upon the road or water, to make the way safe, and the adventure prosperous. Mr. Medhurst conversed from door to door with many of these people, in their own language. They were exceedingly courteous and offered us tea and tobacco from time to time.—The tea is prepared in porcelain pots holding about a pint each, and dealt out in very small cups without any addition of sugar or cream. In one of these shops we found a famous quack doctor, who tramps about town and country, hawking his nostrums. He attracts company by beating a drum which he carries with him, made of a bamboo, five feet in length, which he strikes alternately with a fan and with his fist; producing no very warlike sounds. Attached to this dull drum is a large flag, which he flings over his shoulder, and displays at his back, having penciled upon it, in Chinese characters, the marvellous cures his various lotions and pills have performed. This fellow is called a fool; he may be one, but there are fools enough besides to be delighted with his drollery, and taken with his pretensions, so that he lives well and thrives on his physic, whatever his patients may do.

We next visited a Chinese temple, where idol-worship is occasionally performed. It stands in an inclosure of high brick walls, and consists of various compartments, quite open to the air on one side. Before these are placed tables for altars, behind which are groups of images, of many sizes, shapes, and colors; some gilt, others plain; many adorned with fantastic trappings of tinsel, &c.; while sweet odors and sandal-wood are kept burning in their presence. Transparent lanterns are also suspended from suitable places. We were allowed to walk through the sanctuari s, and even handle the idols as we pleased, though several of the attendants were at work in the court-yard. While conversing with a priest he said to us, "Don't you think I am a very good man?" "Why should we think so?" was our reply. "Because," said he, "I am so very tall."

Chinese men are seen every where carrying on their shoulders a kind of apparatus, which serves many useful purposes. At the end of a bamboo a square cage-like frame, about eighteen inches each way, is suspended, in which is kept a pot for cooking their food, or boiling water in it to make tea. At the other end of the bamboo is a similar cage, containing provisions, or articles which they have to sell. These they place in the streets, under the shadow of a tree, and are at once at home wherever they happen to rest—tent, kitchen, and shop, being thus over their head and on either hand. There are said to be fifty thousand of these people here, who are distinguished not only by the peculiar cast of their countenances, but by long plaited tails dangling from the back of their heads.

The terrors of the *Bohun Upas* tree, it is now generally known, are only rhetorical flourishes, and that the green herb will spring up as pure, as fresh, and as innocuous beneath the shade of its mighty limbs, as under that of the royal oak, or the towering palm-tree. It may not be amiss, however, to introduce here what these travellers say of it:—

On our journey, at Baitenzorg, we saw, in the garden of the governor, a small *Upas* tree growing there. It is five feet high, and as many years old, having a straight stem, with a few twigs and leaves upon them at the top. The leaves are very rough, serrated at the edge, and of a deep green color. It is from the *bark of the roots* (as we understand) that the famous poison is extracted, by a process known to the natives only, and kept by them as an invaluable secret of mischievous knowledge. The tree grows nowhere to perfection except towards the eastern extremity of the island, where it sometimes attains the height of a hundred and fifty feet. It is unnecessary now to say, that its presence produces none of the blasting effects formerly and fabulously attributed to it. We were permitted to take away several leaves from this plant, which we plucked with our naked fingers with impunity. From the footstalks a white milky sap exuded.

One other extract, relating to the art and mystery of Printing—that art which now governs the world—we give; which, with those that precede it, is calculated to display the style, and the general spirit of observation, evinced throughout this Journal, and to show how attractive it may be to all readers.

We were much pleased with observing the process of Chinese printing in Mr. Medhurst's office. Nothing can be more simple or more effective, in its kind. All the characters are cut in wood, of a fine but not very hard texture. Each block is about an inch in thickness and the width of two pages. Being planed and smoothed on the upper surface, to receive the characters, these are, in the first place, carefully written on paper, which is laid upon the wood with the written side downward, and then pasted over.—Before the paste is dry the paper is carefully peeled off, when the characters are seen transfixed to the block. The blank spaces are then accurately cut away, by means of a sharp-pointed tool, and the written parts remain in alto relievo, about the eighth of an inch high, like figures and letters in metal types, or pictures in what are called wood cuts among us.—Mr. Medhurst employs two China-men in this work, to whom he pays seven rupees (about twelve shillings) for every thousand characters. Each man will execute about three thousand of these in a month, or a hundred a day on the average. The blocks being finished, they are placed on a table, at which the printer sits. The paper, squared ready to the proper size, is laid dry before him; and, on a board at his right hand, the ink, which is little else than soot and water well tempered. With a brush, made of fine vegetable fibres, he first blackens the characters; then, having nicely, with both hands, spread the paper over the same, with another flat, soft brush, he rubs the sheet down upon the face of the block. This, when taken off exhibits the perfected impression. A clever printer will throw off several thousand such copies in a day. The paper is brought from China; it is manufactured from the bamboo, is exceedingly thin and never printed on both sides.

Crowe's History of France, vol. III.; Philadelphia, Carey & Lea.—This, as our readers know, is another in the series of Dr. Lardner's Cabinet Library, in the course of republication by Carey & Lea; and the volume before us completes the History of France down to the first abdication of Napoleon in April, 1814, and there stops. It may serve as an illustration of the intense interest attached to the annals of France since the revolution commenced in 89, that this volume is devoted to the incidents which occurred between 1792 and 1814, a period of only 22 years, while each of the two former volumes comprises periods of some hundred years. The same tone of general fairness and of discriminating selection which we have heretofore noticed as belonging to this work, prevails throughout this last volume; at the close of which, moreover, is a copious and well arranged alphabetical index, referring to every important name and fact recorded in the history.

History of the Northmen, by H. Wheaton, 1 vol. 8vo., pp. 367: Carey and Lea, Philadelphia.—This reprint from the English edition of this erudite work of our countryman, Mr. Wheaton, is creditable to the publishers in its execution. Of the work itself, we have heretofore had occasion to speak with so much satisfaction, and have given such copious extracts from it in this journal, that we have only now to congratulate readers generally upon having it within their reach from an American press.

Encyclopædia Americana, vol. VIII.; Philadelphia, Carey & Lea.—This work goes bravely on, and each number enhances its value to, and claims on the public. The present volume comprises the materials between LIN and MON. The biographies, as usual, are among the most attractive articles; and that of Louis XVI. does justice to the virtues, without concealing the weaknesses of that ill-fated prince.

De Vere; or, the Man of Independence: by the author of "Tremaine." Harper's Library of Select Novels, No. XV.—Tremaine deservedly gave Mr. Ward a high reputation, and we believe he is now held as one of the most orthodox of novel writers. But though the book before us has been stamped with that approval of critics and moralists which fairly entitles it to be considered a "select novel," we cannot, in spite of the praise it has received on both sides of the water, bring ourselves to admire De Vere. The story is bald in its invention, and barren of incident; the characters are, with the exception perhaps of Wentworth, overdrawn and un-

natural, and the style, generally labored, and sometimes careless, is never easy and flowing. This is wholesale condemnation to be sure, of a book that has been much admired; but we go even farther, and find fault with the general train of sentiment as sophisticated, and often absurd. De Vere is a youth of birth and talent, who is shut up in a moated house, till seventeen, with a Welch parson, who teaches him his accidence, and that he has the longest pedigree in the kingdom, as the most useful knowledge in his power to impart to his poor, but nobly descended pupil. With these notions, the stripling is sent out into the world, to revive the fortunes of his family; and the author never lets him speak of himself, without alluding to his "blood," as if he were recommending a race-horse. This, which would be in bad taste at any time, becomes ridiculous when, instead of being among such scenes and individuals as give its bold relief to that most glorious creation of Scott's glorious pen, the character of Ravenswood, it is in the circles of busy life and among the good people of but fifty years since. Upon this overweaning conceit of the importance of his family blood, the whole character of De Vere turns, and his being a "man of independence" arises from his sustaining, under all circumstances, that honorable deportment which he considers due, not to himself as a man and a gentleman, but to the name of his ancestors, as one of their race,—so that we may conclude that if he had been stolen by gypsies in his infancy, and called Snuggins or Higgenbottom, instead of De Vere, he might have turned out a very shabby fellow. But the importance which is here given to birth, among those who are all equally noble—there being but one parvenu for a foil—becomes still more preposterous when the operation of the sentiment among all parties is brought into collision with that of respect for wealth. "The man of independence" is then found, in spite of his pride of birth, to look with so much reverence upon money, that he hesitates to marry a woman he loves, because she has twenty, while he has but five thousand a year. This is called noble pride by the author; but is it not the shadow of meanness? He whom fortune or the exercise of his own talents, invests with competence, is not only in a rational, but a worldly sense, upon a par with the wealthiest. And what kind of love is that which succumbs *not to principle*, but to pride? How strong must that passion be which is still subservient to another; and what are its energies worth, be it either love, ambition or avarice, if it is not the master passion? Poor Cupid has his power sufficiently circumscribed by the rules of common sense and the dictates of duty; but his empire is at an end, if he cannot reign despotic over Fancy and Feeling, and put musty prejudice and idle fantasy alike beneath his feet. But tho' we thus quarrel with the author's conception of "a man of independence," we cannot deny that De Vere is a man of exalted honor, and a strongly drawn, though tritely conceived character. The same too may be said of the female characters. Lady de Vere does well enough for what she was meant for, tho' she does move about as if dressed in a herald's tabard, and talk as if Brett's peerage were her Bible; but Constance, though a little tame, is worthy in feminine loveliness, and delicacy of character, of the painter of Georgiana in Tremaine.—Of the other personages who figure in these pages, they are, for the most part, with the exception of Wentworth, the old set of novel supernumeraries. This exception is, however, an important one; and the character of Canning, as drawn under that name, with the various animated conversations in which he takes a part and the erudition and knowledge of men they call forth, give a value to the book far above that of an ordinary novel. Nor can we do less, after denying, as at the outset of these remarks, the merit of De Vere as a novel, than allow its great merit as a collection of rambling essays in disguise.

In accordance with this view of De Vere, we take leave of it with the observations we have here embraced in one quotation, upon the comparative value of Literary and Political Fame:

How little more than upon a level is often the reputation of the greatest statesman with the fame of those who, by their genius, their philosophy, or love of letters, improve and gladden life even after they are gone.

The *superiority* in the temple of Fame, is enjoyed by men dintinguished for their efforts in song or history (but who might have been mere beggars when alive) over those who flaunted it superciliously over them in a pomp and pride which are now absolutely forgotten. * * * Public men fill a larger space in the eye of mankind; that is, of contemporary mankind. But extinguish their power, no matter by what means,—whether by losing favor at court, or being turned out by the country, to both which they are alike subject; let death forcibly remove them, or a queen die, and their light, like Bolingbroke's, goes out of itself; their influence is certainly gone, and where is even their reputation? It may glimmer for a minute, like the dying flame of a taper, after which they soon cease to be mentioned, perhaps even remembered.

And yet have we not all heard of a maxim, appalling to all lovers of political fame—'that nobody is missed?' Alas! then, are we not compelled to burst out with the poet:—

> "What boots it with incessant care,
> To tend the homely, slighted shepherd's trade!
> And strictly meditate the thankless muse!
> Were it not not better done, as others use,
> To sport with Amaryllis in the shade,
> Or with the tangles of Neæra's hair?"

In short, when a statesman or even a conqueror is departed, it depends upon the happier poet or philosophic historian to make even his name known to posterity; while the historian or poet acquires immortality for himself, in conferring upon his heroes an inferior existence.

Look at Plutarch, and ask which are most esteemed, himself or those he records? Look at the old Claudii and Manlii of Livy; or the characters in Tacitus; or Mecænas, Agrippa, or Augustus himself—princes, emperors, ministers, esteemed by contemporaries as gods! Fancy their splendor in the eye of the multitude while the multitude followed them! Look at them now! Spite even of their beautiful historians, we have often difficulty in rummaging out their old names; while those who wrote or sang of them live before our eyes. The benefits they conferred passed in a minute, while the compositions that record them last for ever.

Lord Burleigh, who, in reference to Spenser, thought a hundred pounds an immense sum for a song! Which is now thought of, or most loved, the calculating minister or the poor poet? the puissant treasurer, or he who was left "in suing long to bide?"

I might make the same question as to Horace and Mecænas; and yet, I dare say, Horace was as proud of being taken into Mecænas' coach to the capitol, as the Dean of St. Patrick's in Oxford's or Bolingbroke's to Windsor. Yet Oxford is even now chiefly remembered through that very dean, and so perhaps, would Bolingbroke, but that he is an author, and a very considerable one, himself. We may recollect the manner in which Whitelock mentions Milton—that '*one* Milton, a blind man,' was made secretary to Cromwell. Whitelock was then the first subject in the state, and lived in all the pomp of the seals, and all the splendor of Bulstrode; while the blind man was waked at early morn, to listen to the lark bidding him good morrow at his cottage window.—Where is the lord-keeper now?—where the blind man? What is known of Addison as secretary of state? and how can his excellency compare with the man who charms us so exquisitely in his writings? When I have visited his interesting house at Bilton, sat in his very study and read his very books, no words can describe my emotions. I breathe his official atmosphere here, but without thinking of him at all. In short, there is this delightful superiority in literary over political fame, that the one, to say the best of it, stalks in cold grandeur upon stilts like a French actor, while the other winds itself into our warm hearts, and is hugged there with all the affection of a friend, and all the admiration of a lover.

FAMILY CABINET AND JUVENILE ENCYCLOPEDIA OF USEFUL KNOWLEDGE, Pendleton & Hill, No. 94 Broadway.—This appears to be a work well worthy of encouragement both for its usefulness and cheapness. The design says the prospectus, of the "Family Cabinet Encyclopedia," will be to furnish the Youth of this country, in a cheap and convenient form, with a large mass of valuable matter for reading, to which they have not generally access. It will be published in monthly numbers, to enable families and young persons in limited pecuniary circumstances to possess it. As these numbers will be furnished at regular intervals of time, each subscriber will be able not only to pay for it with convenience, as the work progresses, but also to read every article in it.

With regard to the character of the work, we are told that the Family Cabinet, will be a literary rather than a scientific work; and will be suited to the use of families generally, as well as to the use of youth in particular. Each number will be accompanied with a handsome engraving, embracing subjects of general interest, such as the Capitol of the United States, City Hall, &c.

The Number before us is neatly printed, and gives a fair promise in several well prepared articles, of the future value of the work. The following are the terms of publication:—

The work will be completed in twenty-four numbers; or if found necessary to exceed that number, all beyond it will be furnished to subscribers gratis. The price will be twenty-five cents for each number of forty royal octavo pages; the price is fixed thus low, from a belief that there will be an extensive patronage. From the time of publishing the first number, which will be in January 1832, they will appear regularly on the first of each month. It will be edited by the Rev. J. L. Blake, A. M. Rector of St. Matthews Church (Boston,) and author of a Geography for Children, Historical Atlas, First Book in Astronomy, Biblical Reader, and other works of Education.

THE POLES.—We publish below the letter of thanks addressed by the late Envoys of the Polish government to France, to Mr. J. F. Cooper, for subscriptions, &c., transmitted from this country.—This letter, as Mr. C. justly observes, is "a noble expression of those feelings which have rendered Poland remarkable for centuries." We are also enabled to state for the satisfaction of American contributors, that the money remitted hence will, in the opinion of *Gen. Lafayette*, and of the American committee who act with, and in subordination to, him, confer a greater amount of benefit among the expatriated and destitute Poles, than if it had reached the nation while yet erect.

General Lafayette meets weekly with the committee in Paris, speaks with great feeling of the Poles, with enthusiasm of American sympathy and liberality—and says that this transacting of business with (to use his own words) "*my countrymen*," in the aid of the oppressed and unfortunate, "*is like old times*." He has not, our letter says, *grown old* at all since his visit to America.

An address to their countrymen, by the American committee, has been transmitted by the Formosa arrived yesterday, setting forth what is substantially here stated.

We will not detain our readers any longer from the letter of the Polish Envoy.

PARIS, NOVEMBER 5th, 1831.

To the Editor of the American:

SIR,—I have just received a letter from the late Envoys of the Polish Government, in this country, which I beg you will be good enough to publish.—The letter was written in French, and I have translated it from a desire to retain the original, by which means it may have lost some of its force; though I think you will believe it, with me, a noble expression of those feelings which have rendered Poland remarkable for centuries. I shall refer you to the official account of the proceedings of the American Polish Committee, at Paris, for further information on the melancholy and interesting results of the late war, as they are connected with the

contributions of our own citizens. I am, Sir, with much respect, yours, J. Fenimore Cooper.

Sir,—General Lafayette has just informed us of his having received 20,000 francs from the citizens of New-York, as well as a generous donation from the celebrated Military Academy at Westpoint, destined to sustain the cause of Poland. He has also shown us two flags that the young men of Boston have dedicated to our brave defenders. This liberal succor—this proof of the recollection of the countrymen of Washington, for those of Kosciusko,—has reached us, alas! too late. Poland, as an independent State, exists no longer! Cruelly abandoned by the Cabinets, she has fallen!—but the Polish nation has been overcome; it has not yielded. The conqueror, master of fortresses and country, can act his will,—for Europe and Fortune have left him the opportunity,—but it exceeds even his power to change our hearts. On the Vistula and the Dneiper, in the deserts on each side of the Ural,—wherever, in fine, a Pole exists, an exile or a slave, he dreams only of Poland and Liberty! Our children will lisp these sacred words—our women will blend them with their songs of sorrow—and as for us, actors in, and witnesses of, the late events, they express our latest thoughts, as they contain our final desires. Thus will it be, until it shall please God to command justice to be done to a people spoiled of their rights—until the names of so many martyrs and heroes, the fallen of so many wars, the dead of countless fields, shall be avenged! Thus shall it be, until Poland has obtained that triumph of right over oppression, which has rendered America independent of England, Portugal of Spain, the Russians themselves of the Tartars.

The day of Poland's liberation will come. Tho we may not, our descendants will, see that hour; and let it come, sooner or later, we can never forget those who have joined their efforts to our efforts, their prayers to our prayers! We remember, with affection, the meeting at which you presided in July last, and the offering then made in our behalf. We thanked you at the time, and we thank you now, both for your countrymen here and in America, for what you have done, and what you have wished, in the cause of Liberty and Justice! The flags and the donations last received have a sacred character in our eyes, for they reach us as the last organs of a country that ceases to exist!

Assume the office, we beg of you, Sir, to transmit to your great and noble nation this expression of Polish gratitude. Let our thanks be known over the whole of the vast extent of your states; they come in the voice of a people mute within their own borders. May America, the model for all free countries, preserve the remembrance of our efforts and of our wrongs: the recollection of her spontaneous and generous sympathy will ever be dear to the Pole.—Paris, Oct. 21, 1831.

(Signed) The Gen. Knirziewicz.
L. Plater.

To *Mr. J. Fenimore Cooper.*

Succour to the Poles.—The annxed letter addressed to President Duer, as chairman of the committee, was received by him on Wednesday, and is published for the information of the contributors and others:—

Paris, November 9th, 1831.

Gentlemen: The proceedings of the meeting held in the city of New York on the 5th of September, have excited in my heart feelings of patriotic gratification and personal gratitude, which, for doing them justice, I trust more to your own sentiments than to any expressions I could find. Happy I will be on every occasion to meet the confidence so kindly and honorably reposed in me. Nor can your sympathetic intentions be frustrated by the late overthrow of an heroic resistance. Far from it; never were your generous donations more seasonable, than at a time when the revenge and proscription of despotism combined with a virtuous reluctance to the Russian yoke, send the sons of Poland, wandering on the western part of Europe, destitute of every thing, but a sense of their glory, the sympathy of the friends of independence and freedom, and an indelible spirit of nationality. Numbers of them, among whom highly distinguished characters, are every day coming to France, where a regular committee composed of members of the two Houses is intended to be formed. A provisory one is now appointed, with whom the American and French committees in Paris will consult on the disposal of the donations. You have been informed that at my request a committee of American fellow citizens have been pleased to assist me with their co operation in the discharge of the trust you have done me the honor to confide to my care. They transmit to you an account of what has been agreed upon. The twenty thousand francs from the New York Committee, the West Point donation of two hundred and forty-eight dollars, and the contribution from Utica, which shall be acknowledged by the next packet, have been duly received.

Be pleased, gentlemen, to accept and transmit to the New York donors, the homage of my most grateful and affectionate respect. Lafayette.

The Gentlemen of the N. Y. Committee.

Constitutional History.—The life of *Gouverneur Morris* by Mr. Sparks, now in the course of publication, connected as it was with the foundation of the constitution, will necessarily excite much interest whenever it shall appear. As a prelude, the Boston Daily Advertiser has published an extract, which we make room for to-day, in which the honor, commonly ascribed to Mr. Morris, of having given its present form and finish to the Constitution of the United States, is confirmed to him on the unimpeachable testimony of Mr. Madison.

Convention for forming the Constitution of the United States.

[From Sparks' Life of Gouverneur Morris, now in press.]

Having resided seven years in Pennsylvania, since he ceased to be a member of Congress, Mr. Morris was considered a citizen, and was elected one of the delegates from that state to the Convention for forming the Constitution of the United States. The Convention assembled at Philadelphia in May, 1787, and continued together more than four months, before the Constitution was completed.

As there is not a note or memorandum among his papers, indicating his acts in the Convention, very little can be said on that subject. In a letter to Colonel Pickering, written two years before his death, he remarks: 'While I sat in the convention, my mind was too much occupied by the interests of our country, to keep notes of what we had done. Some gentlemen, I was told, passed their evenings in transcribing speeches from short-hand minutes of the day. My faculties were on the stretch to further our business, remove impediments, obviate objections, and conciliate jarring opinions.' In sundry letters to his friends, contained in his published correspondence, and written after constitutional questions began to be much agitated in Congress, particularly one to Mr. Walsh, he explains his views on those topics, and alludes to the proceedings of the Convention, but this only in general terms and rather as an interpreter of its intentions, than a historian of its deeds.

Thus destitute of written or printed materials on this subject, I applied to Mr. Madison, the only survivor of this list of worthies, who attended the Convention, and signed the great charter of union and freedom. The following are extracts of a letter to Mr. Madison:

'It is said by several persons, who profess to know the fact, that the Constitution in its present form and language is from the pen of Gouverneur Morris; that, after all the debates were finished, and each part had been adopted in substance, the instrument was put into his hands to be wrought into proper phraseology and style. His friends are in the habit of thinking, that much is due to him for the clear, simple, and expressive language, in which the Constitution is clothed.

'The following anecdote is also current:—While the Convention was sitting, Mr. Morris was absent for several days. On his return to Philadelphia, he called at the house of Robert Morris, where he found General Washington, who, as well as Robert Morris, was much dejected at what they regarded the deplorable state of things in the Convention. Debates had run high, conflicting opinions were obstinately adhered to, animosities were kindling, some of the members were threatening to go home, and, at this alarming crisis, a dissolution of the Convention was hourly to be apprehended. Instructed in these particulars, Gouverneur Morris went into the Convention on the day following, and spoke with such eloquence and power, on the necessity of union, of partial sacrifices and temperate discussion, that he contributed much to work a change in the feelings of the members, which was the means of restoring harmony and ultimately of attaining the objects of the Convention. It is added, that, as his absence had prevented his partaking of the warmth which had been excited by the previous discussions, his counsel and coolness had the greater effect.'

Concerning these points, and in reply to queries on others, Mr. Madison wrote an answer, which every reader will be glad to see entire.

Montpelier, April 8th, 1831.

'Dear Sir, I have duly received your letter of March 30th. In answer to your inquiries, "respecting the part acted by Gouverneur Morris in the Federal Convention of 1787, and the political doctrines maintained by him," it may be justly said, that he was an able, an eloquent, and an active member, and shared largely in the discussions succeeding the 1st of July, previous to which, with the exception of a few of the early days, he was absent.

'Whether he accorded precisely with the "political doctrines of Hamilton," I cannot say. He certainly did not "incline to the democratic side," and was very frank in avowing his opinions, when most at variance with those prevailing in the Convention. He did not propose any outline of a constitution, as was done by Hamilton; but contended for certain articles, (a Senate for life particularly) which he held essential to the stability and energy of a government capable of protecting the rights of property against the spirit of democracy. He wished to make the weight of wealth balance that of numbers, which he pronounced to be the only effectual security to each, against the encroachments of the other.

"The *finish* given to the style and arrangement of the Constitution fairly belongs to the pen of Mr Morris; the task having, probably been handed over to him by the chairman of the committee, himself a highly respectable member, and with the ready concurrence of the others. A better choice could not have been made, as the performance of the task proved. It is true, that the state of the materials, consisting of a reported draft in detail, and subsequent resolutions accurately penned, and falling easily into their proper places, was a good preparation for the symmetry and phraseology of the instrument, but there was sufficient room for the talents and taste stamped by the author on the face of it. The alterations made by the committee are not recollected.—They were not such as to impair the merit of the composition. Those, verbal and others, made in the Convention, may be gathered from the Journal, and will be found also to leave their merit altogether unimpaired.

"The anecdote you mention may not be without a foundation, but not in the extent supposed. It is certain, that the return of Mr. Morris to the convention was at a critical stage of its proceedings. The knot, felt as the Gordian one, was the question between the larger and the smaller States, on the rule of voting in the senatorial branch of the legislature, the latter claiming, the former opposing, the rule of equality. Great zeal and pertinacity had been shown on both sides, and an equal division of votes on the question had been reiterated and prolonged, till it had become not only distressing, but seriously alarming. It was during that period of gloom, that Dr. Franklin made the proposition for a religious service in the convention, an account of which was so erroneously given, with every semblance of authenticity, through the National Intelligencer, several years ago. The crisis was not over, when Mr. Morris is said to have had an interview and conversation with Gen. Washington and Mr. Robert Morris, such as may well have occurred.—But it appears that, on the day of his re-entering the convention, a proposition had been made, from another quarter, to refer the knotty question to a committee, with a view to some compromise, the indications being manifest, that sundry members from the larger States were relaxing in their opposition, and that some ground of

compromise was contemplated, such as finally took place, and as may be seen in the printed Journal.—Mr. Morris was in the deputation from the large State of Pennsylvania, and combatted the compromise throughout. The tradition is, however, correct, that, on the day of resuming his seat, he entered with anxious feelings into the debate, and, in one of his speeches, painted the consequences of an abortive result to the convention, in all the deep colors suited to the occasion. But it is not believed, that any material influence on the turn which things took, could be ascribed to his efforts. For, besides the mingling with them some of his most disrelished ideas, the topics of his eloquent appeals to the members had been exhausted during his absence, and their minds were too much made up to be susceptible of new impressions.

"It is due to Mr. Morris to remark, that, to the brilliancy of his genius, he added, what is too rare, a candid surrender of his opinions, when the lights of discussion satisfied him, that they had been too hastily formed, and a readiness to aid in making the best of measures in which he had been over-ruled.

"In making this hastened communication, I have more confidence in the discretion with which it will be used, than in its fulfilment of your anticipations. I hope it will, at least, be accepted as a proof of my respect for your object, and of the sincerity with which I tender to you a re-assurance of my cordial esteem and good wishes. "JAMES MADISON."

In Yates' minutes of the Convention, there is a brief report of a speech which was made by Mr. Morris on the second of July, and in which sentiments are advanced in accordance with those above ascribed to him by Mr. Madison. He followed Roger Sherman, who had just said, "it seems we have net to a point, where we cannot move one way or the other." Mr. Morris avowed himself the advocate of a "strong government, but admitted that the aristocratic tendency of wealth ought to be guarded." The House of Representatives, as originating from the people, he thought would be subject to precipitancy, changeableness, and excess, which could be checked only by virtue and ability in the Senate. For this reason, he would have the Senate composed of men possessing large property, whose pride would be enlisted in support of their consistency and permanency, and who, to make them completely independent, should be appointed for life. He allowed that examples from history provedwealth to incline naturally to tyranny; power always seeks to enlarge its bounds and fortify itself; but he believed this aristocratic feature of the senate would be balanced by the democratic branch, and that together they would secure the stability of the government. Vacancies in the Senate he thought should be filled by the executive; for, if the senators were chosen either by the people or any other mode of election by the States, they would not be a sufficient check upon the representative branch, they would partake too much of the same character, be imbued with local and State prejudices, and overlook the general government, which it ought to be their special province to strengthen and uphold.

It had been proposed, that the Senators should be incapable of holding any office under the national government. To this idea he objected. He would give them every inducement to take an interest in the government, as a means of making them more attentive to its welfare, and bringing their weight to act in the scale of its confederate powers.

Whatever may have been Mr. Morris's opinions in the Convention, and however he may have approved or disapproved parts of the Constitution, it can be affirmed in his praise, that no one put his name to the whole instrument with a more willing mind, or felt a livelier concern as to its final success with the people, or was more zealous in all his after life to maintain its integrity, as the palladium of national freedom and happiness. In one of his letters he says, that Hamilton requested him to join the gifted trio in writing the '*Federalist.*' Why he declined the proposal he does not tell, but it may be presumed, that the multiplicity and pressure of his private affairs at that time absorbed his whole attention, and left him no leisure to engage in elaborate compositions.

It must be confessed, however, and it is a tribute due to so rare an instance of public virtue, that, after the Constitution had passed the ordeal of the Convention, no one exhibited a more illustrious example of disinterestedness and patriotism, sacrifices and efforts, than Hamilton. He had presented a plan of his own, which differed radically from the one that was carried through; he labored long and hard, with the full force of the mind and eloquence, to impress his conviction on others;—his character as a statesman, and as an accurate observer and judge of human events, was pledged on the side of his faith and predictions; but all in vain, the current set against him, and was resistless. Yet, with a nobleness of spirit seldom seen on similar occasions, he rose above defeat, sacrificed the pride of opinions on the altar of public good, signed the Constitution, and was ever afterwards in the very front ranks of its ablest defenders.

BANK OF THE UNITED STATES.—It will be seen that the memorial of the President of the Bank of the U. States, praying for a renewal of the charter, was presented in both Houses of Congress on Monday. The memorial sets forth perspicuously and strongly the reasons which render a decision at this session expedient.

Mr. Dallas, who presented the memorial in the Senate, said, that although he had dissuaded from the application at present, he was a willing, and, indeed, by his State, virtually an instructed agent in furthering the views of the memorialists. The Select committee to which this memorial was referred in the Senate, are faverable to the application.

In the House, considerable debate occurred in referring the memorial; and the decision against Mr. Cambreleng's proposition of reference to a Select committee, and its final reference to the Committee of Ways and Means, of which Mr. McDuffie is chairman, must be taken to indicate measureably the sense of the House in favor of the applicants; the composition of the Select committee in the Senate probably does the same with regard to that House. The National Intelligencer remarks that "some members voted against the reference to the Committee of Ways and Means, who are, nevertheless, friendly to the renewal of the charter."

BANK OF THE UNITED STATES.—At an election held by the Stockholders of this Bank, at their Banking House in Philadelphia on the 2d and 3rd inst. the following gentlemen were chosen Directors for the ensuing year:—Nicholas Biddle, John Bohlen, Richard Willing, Henry Pratt, Matthew L. Bevan, John R. Neff, Horace Binney, Edward Coleman, Manual Eyre, William Platt, Ambrose White, Thomas Cadwalader, John S. Henry, John Potter, of South Carolina, Robert Gilmor, of Maryland, Isaac Carew, of New York, John Rathbone, Jr. New York, Thomas H. Perkins, of Massachusetts, B. W. Crowningshield, of Massachusetts. And at a meeting of the Directors on the 3d inst. Nicholas Biddle, Esq. was unanimously re-elected President of the Board.

STATE OF MAINE.—The Legislature of Maine convened on the 4th inst. at the new Capital Augusta, whither the seat of Government has been transferred from Portland.

In the Senate *R. P. Dunlap* was chosen President, only two dissenting votes. *Benjamin White* was chosen Speaker of the House by 118 out of 173 votes.

MASSACHUSETTS.—The Legislature assembled on Thursday morning, and was organized by the choice in the Senate of *Wm, Thorndyke* as President, upon the third ballot—and of *Wm. B. Calhoun* as Speaker of the House; there were we observe 450 members voting in the House of Representatives—a perfect mob.

STATE OF DELAWARE.—The Legislature assembled at Dover on the 3d inst:—in the Senate, *James P. Lofland*, Esq. was elected Speaker, and *James A. Sparks*, Clerk: in the House of Representatives, *Thomas Davis*, Esq. was elected Speaker, *and Ignatius T. Cooper*, Clerk.

The President has recognized Henry G. F. Mali, as Belgian Consul, at New York.

The number of deaths that occurred in Philadelphia last week, was 120. Of these, seventeen were the victims of consumption, five of catarrh, seventeen of scarlet fever, six of influenza, and two of *madness from rum.*

The number of deaths in Baltimore in 1830 was 2308 out of a population of 80,990. Consumption numbered 340 victims in this list, and scarlet fever 161.

LOSS OF THE PACKET SHIP GEORGE CANNING, FROM LIVERPOOL.—The annexed letter, for a copy of which we are indebted to the Journal of Commerce, gives the information of the loss of this ship. No other particulars are known. The George Canning's day of sailing was 24th November. *Absecom Beach* is about forty miles South of Sandy Hook. The ship was insured in this city, and probably much of the cargo:—

PHILADELPHIA, 10th Jan. 1832.

By express this morning from Great Egg Harbor, N. J., I received information that the packet ship George Canning, Capt. Allyn, from Liverpool, with dry goods, hardware, &c., was wrecked on Absecom beach, on Saturday night, about 11 o'clock. On Sunday the sloop Bridget, Capt. Ireland, passing her, bound into Great Egg Harbor, took off the Capt. and passengers, and brought them in yesterday.

The Captain and others were making preparations for saving the cargo.

Also put into Great Egg Harbor, in distress, schooner ——, of Boston, from a port in the West Indies, with part of a cargo of rum—Came in on the 8th, and on the 9th lay near the Inlet. I shall probably hear more to-morrow, and will communicate. Yours, &c. —— ——.

CANAL COMMERCE.—It appears from the Annual Report of the Canal Collector at Albany, that the quantity of down freight, which arrived at Albany on the Canals during the year 1831, was as follows:

	In 1831.	In 1830.
Barrels of Flour	327,021	396,900
" Ashes	19,342	25,671
" Provisions	16,805	22,008
Bushels of Salt	25,306	42,601
Barrels of Whiskey	18,681	28,207
Hhds. of do.	1,875	1,420
Boxes of Glass	2,924	6 374
Barrels of Lime	254	2,405
Bushels of Wheat	134,321	209,011
" Corn, Rye & Oats	127,533	114,989
" Barley	177,624	182,783
Cords of Wood	15,193	12,976
Feet of Timber	18,087	31,521
M Shingles	12,290	11,810
Feet of Lumber	40,569,719	25,832,149

The number of tons of merchandize which passed up the canals in 1831 was 47,968. In 1830, 39,972. Whole number of canal boats which arrived at and departed from Albany in 1831, 14,963. In 1830, 12,890.

The abstract from the returns of the 70 Banks in Massachusetts, showing their condition the first Saturday of October, 1831, prepared for the use of the Legislature, furnishes the following aggregates:—

Capital stock paid in,	$21,439,809	00
Bills in circulation,	7,739,217	00
Net profits on hand,	734,313	33
Balances due to other Banks,	2,477,015	49
Cash deposited, &c. not bearing interest,	4,401,965	02
Cash deposited bearing interest,	4,550,947	00
Due from the Banks,	41,393,063	33
Gold, silver, &c. in Banks,	919,969	79
Real estate,	683,307	89
Bills of Banks in this State,	1,104,567	20
Bills of Banks elsewhere,	270.606	86
Balances due from other Banks,	2,427,679	37
Due to the Banks, excepting balances,	36,940,760	78
Total resources of the Banks,	41,445,709	09
Amount of last dividend,	595,715	00
Amount of reserved profits,	409,198	70
Debts secured by pledge of stock,	762,312	37
Debts due, and considered doubtful,	208,697	31

Rate of dividend on amount of capital of the banks, as existing when dividend was made, 3 per cent., less ½ of 1-100 part of 1 per cent.

The nomination by the President of the United States, of James Buchanan, of Pennsylvania, to be Minister Plenipotentiary and Envoy Extraordinary to Russia, was on Wednesday confirmed by the Senate. The nomination of Mr. Davezac, to be Chargé des Affaires to the Netherlands, was confirmed by the Senate on Tuesday.

FOREIGN INTELLIGENCE.

LATER FROM EUROPE.—By the Havre, from Havre, we have our Paris files to the 23d inclusive, and are indebted to Capt. Depeyster for *Galignani's Messenger* of the latest date.

The most important intelligence is that of the creation by the King of France of *thirty-six Peers for life*, in order to carry the bill in the House of Peers, for the abolition of an hereditary Peerage. It is somewhat remarkable that this act, deemed indispensable by the Ministry, in order to carry a measure for which the nation had clamored, is condemned unsparingly by all that portion of the Paris press, which claims especially to speak in behalf of the nation. The *Journal des Debats*, heretofore the able and vigorous defender of the Hereditary Peerage, and *La France Nouvelle*, are the only two Journals in which we have seen any vindication of the ordonnance creating the new Peers. The censure of the papers is unmeasured, characterizing the proceeding as a *coup d'état*, and assimilating it to the ordonnances which led to the overthrow of Charles Xth.

The King of Holland still held out against the terms prescribed by the Conference. Meanwhile, they had been formally assented to by the Belgians, and the ratification thereof, between that Government and the Ministers of the Five Powers, had been exchanged. The London Times of 19th, in an article we have copied, insists that the British Ambassador should be withdrawn from the Hague, asserting its conviction, at the same time, that the Dutch King has no reason to count upon either Prussia or Russia to uphold him in his obstinate opposition.

The CHOLERA in England, still was confined to Sunderland, and there caused little havoc. Its characteristic on the Continent was rapidity of extension, after it had appeared. Of this characteristic, at Sunderland, it seems wholly divested—spreading slowly, and not very fatally. The Paris Constitutionnel states that letters had been received from London, containing the intelligence of the cholera having made its appearance on board of vessels in the Docks. The London papers, which are vigilant observers on such occasions, are quite silent on this piece of news; it may therefore be set down among the unfounded rumors of the day.

The Reform question and the meeting of Parliament were still in suspense. A further prorogation of Parliament was determined on, but for how long was not ascertained. The *Times* insists that the only alternative for ministers, is a creation of Peers; and that to talk of carrying the bill by conversions was all "*babble*." Possibly the example of the French ministers in creating Peers, if the measure shall prove efficacious in France, may impart to the English Cabinet sufficient energy for a like step. The *Gazette de France*, of the 23d, thus speculates upon English affairs:—

"Affairs in England are becoming more complicated; the Political Unions established to promote the success of the Reform bill, or rather to bring about changes in her institutions, are taking a military organization, and the committees of these Unions are making considerable purchases of arms and ammunition. The partisans and members of these Unions dwell principally in towns. The Tories are forming associations of agriculturists and landowners—they are to be raised in the counties and to be called County Associations, for the protection of persons and property. They are also to possess arms, and as they will exercise great influence over the militia regiments and the yeomanry cavalry, they will soon constitute vigorous opponents of the Political Unions. The Government is extremely embarrassed meanwhile, though it has declared its intention to propose legislative enactments against the Political Unions; but it will hardly be strong enough to carry such a measure, and, at any rate, will get into difficulties thereby with its own friends."

This, it must be admitted, is a somewhat alarming picture; though we are not sure that it is not accurate.

The paragraph in the Daily Advertiser of this morning, importing that the ship *Othello* sailed from *Havre* on 22d November, having on board twenty two millions of francs, in satisfaction of American Claims, must be inaccurate,—because the Treaty stipulating the conditions of this indemnity is not yet ratified;—and, moreover, because *five years* are allowed for its payment.

Mrs. Pitcairn, known under the name of Pamela, and as the wife and widow of Lord *Edward Fitzgerald*, died at Paris recently.

Creation of New Peers of France.

PARIS, Nov. 20.—The Moniteur of yesterday contains three royal ordinances, all dated the 19th inst. By the first, the following personages have been created Peers of France for life:

Count d'Aubusson de Lafeuille, duke de Bassano, prince de Beauveau, marquis de Bizemont, count de Bondy, lieut gen. count Bonet, lieut. gen. count Carfarelli, viscount de Cassini, lieut. gen. count de Cessac, baron Cuvier, lieut. gen. count Danibouard, baron John Charles Davillier, lieut. gen. count Drouat, lieut. gen. count M. Dumas, vice admiral count Emerian, lieut. gen, count d'Erlon, lieut. gen. count Excelman, lieut. gen count de Flahant, count Francais, (of Nantes) count Fernand Foy, lieut. gen. count Gazan, count Gilbert de Voisins, duke de Gramont Caderousse, vice admiral Jacob, lieut. gen. count Alex. de Larochefoucauld, major gen. de Lascours, president Lepoitevin, prince de la Moscowa, lieut. gen. count Pajol, count Perregaux, lieut. gen. viscount Rogniat, lieut gen. count Roguet, lieut. gen. count Philip de Segur, lieut. gen. count de St. Sulpice, count de Turenne.

The second and third Ordinances raise Lieut. Gen. Marquis de Grouchy to the dignity of Honorary Marshal of France, and Vice Admiral Count Truguet to Honorary Admiral. The Moniteur also contains a report wherein, after stating that a sense of national justice led his Majesty to desire to reinstate in their various ranks all such officers as had been promoted between the 20th of March and the 7th July, 1815, but had subsequently been deprived of their commissions, he says that he found, on referring to the rolls of the army, that 4 Lieut. Generals, 12 Major Generals, 13 Colonels, 7 Lieut. Colonels, 25 Majors, 28 Captains, 24 Lieutenants, and 1 Sub-Lieutenant, making 114 Officers, were fully entitled to such restitution.

CHAMBER OF PEERS—*Sitting of Nov.* 22.

The Duke de Bassano, the Count de Bondy, Baron Cuvier, Baron Davillier, General Count de Cessac, Count Gilbert de Voisins, President Lepoitevin, and the Count de Turenne, eight of the newly nominated Peers, were introduced by the Duke de Choiseul and the Marquis de Barbe-Marbois, and took the oath and their seats. They all took their places on the last bench of the *cote droit*. All the Ministers were present in official costume.

The Minister of Finances brought up the Bill passed by the Chamber of Deputies, as to the division of the reserved fund of the Bank of France.—Ordered to be printed.

The Minister of War brought up the Bill regulating the Laws of Recruitments, and that concerning Army Promotions—both of which had also been passed by the Chamber of Deputies. Ordered to be printed.

The President of the Council then brought up the Bill for revising the 23d Article of the Charter, relative to the constitution of the Peerage. The speech of the Hon. Minister, on introducing the Bill, was little more than a repetition of the feelings of Government on the question, which he had already presented to the Chamber of Deputies on introducing the Bill there. He repeated the motives, founded on the conviction of actual necessity, which had induced Government to sacrifice its own desire for the maintenance of an Hereditary Peerage, and urged the Chamber to show a similar abandonment of selfish views and opinions. He then gave a rapid review of the discussion in the Chamber of Deputies; and, in alluding to the categories inserted by the Chamber in the Bill, said that Government had not opposed them, because, though it felt strong doubts both as to their utility and efficacy, it did not consider them incompatible with the free exercise of the Royal prerogative. He, however, referred more particularly to the 21st paragraph, which declares that individuals paying 3000 francs per annum direct taxes, must, before they can be nominated to the Peerage, have been six years Members of a General Council; and repeated the arguments which he had urged in the Chamber of Deputies against the adoption of it. The Hon. Minister did not, however, directly call on the Chamber of Peers to reject it, but merely left to their sage consideration whether, casting such an implied suspicion on wealth and property, was not contrary to the spirit of the institutions of the country, and also to sound policy? He then, after mentioning the late creation of Peers, as a proof of the wisdom and discretion with which the Crown would use the unlimited power of nominating new Peers, with which it was proposed to entrust it, continued as follows:—"In fact all enlightened men perceive that the object was not merely to obtain a majority (for in this Chamber a majority is always certain in favor of any patriotic determination,) but rather to take a respectful precaution against your personal generosity, which would have impressed on the resolution of the Chamber the character rather of an act of self devotion than of a legislative enactment. We felt that names national by their high attributes, being associated with those which now shed a lustre over this Assembly, but not having, like you, the merit of sacrificing a vested right, would give to your decision a sanction which would not have merely the character of a generous disinterestedness. Besides, was it not expedient to fill up, at least in part, the vacancies left in this Chamber, and thus assure the deliberation and decision of a question of such importance the concurrence of a greater number of intelligent minds. Your feelings of honor which last year led you to refer the decision of a most delicate question to the Royal wisdom, but which, this year, when the Charter is in the zenith of its power and action, are compelled to guide you to decide yourselves a question which is at least half a personal one, your feelings of honor, I say, will have understood our motives, and the choice of individuals made by the King will, we venture to assert, have completed their justification in your eyes. For ourselves, Gentlemen, we conceive that we have, under existing circumstances, rather offered a homage worthy of the French Peerage, than in any manner outraged its independence or glory.—Our conscience tells us that we have given satisfaction to the delicacy of yours." He then reminded the Chamber that powerful institutions perish at times from too great concessions, at others from too obstinate refusals, and that true wisdom was to be shown in examining and appreciating the existing state of affairs, in order to decide whether concession were expedient, or whether refusal were safe. For himself he expressed his decided opinion that the present moment was one in which concessions judiciously made would be the surest pledges of safety; and in conclusion, repeated his sanguine hope, that the chamber would not allow itself to be the means of impeding the consolidation of the Revolution, and thence plunging the country into new tumults and dissensions, but would readily sacrifice its own future privileges to the welfare of the nation, and thus put the finishing stroke to the great work of general reconciliation

The Bill was ordered to be printed, and distributed to the members in the usual manner.

Le Journal du Commerce, says—"The new Ordonnances have been the subject of conversation every where. The commentaries made upon them in the journals, and in the public and private circles, appear to be symptoms of a political crisis. Hitherto no apprehensions have been entertained of any opposition on the part of the new peers. Some journals hinted at the possibility of a refusal by the young Prince of Moskowa. The news, however, is not confirmed. It appears that the Prince intends to take his seat in the Chamber of Peers not in virtue of the Ordonnance, but in consequence of the hereditary title conferred in 1814 on the illustrious unfortunate Marshal. On entering this Assembly, which still contains among its members fifty-nine of those who pronounced sentence on his father, he purposes, it is said, to demand the immediate revision of this shameful judgment. Before the chamber of Peers had received a copy of the Ordonnance of Nov. 20 four of the new Peers named therein had already deposited their titles; they were Messrs. Cuvier, de Bassano, de Bonda and d'Aubusson. The chamber received the ministerial communication with cold indifference. In the meanwhile, great agitation prevailed in the chamber of Deputies. Many of the benches remained empty during part of the sitting. About a hundred Deputies, among whom were many who vote habitually with the Ministry, assembled in the office of the fourth standing committee, to deliberate on the steps to be taken in order to secure the rights and dignity of the chamber. First, it was proposed to draw up immediately an Address to the King, and lay it on the table during the sitting.—

Afterwards, it was decided no hasty step should be taken, and a committee should be appointed to draw up the address. This committee is composed of nine members:—Messrs. Odilon Barrot, Cormenin, Dubois, (of the Loire Inferieure,) Dupont de l'Eure, Mauguin, Merilhou, de Sade, Salverte, and de Tracy. Another meeting was fixed upon for the definite arrangement of the address, which is to be presented to the Chamber to-morrow.—P. S. A numerous meeting was held this evening at Lointier's, and as in the first meeting, many Deputies were remarked who do not usually vote with the opposition. A project of address, it is said, was discussed and adopted, which protests in strong terms against the creation of new Peers as a violation of the rights of the nation, and against the arbitrary pretension of effecting by ordonnances what the two chambers had found to be within the scope of the laws. We will abstain from every reflection.—To-morrow's sitting will prove to France whether the chamber of Deputies at length opens its eyes to the state of the country, and whether it possesses sufficient energy to demand and enforce its rights, which are those of the nation itself. It is said that M. Cormonin was charged to draw up the address, and that M. Dupont de l'Eure will move its adoption.

Le Courrier de l'Europe says—"It was expected that some strong questions would have been made by the Opposition yesterday. All the Ministers were in their places at the Chamber of Deputies waiting for the attack, but the siting passed off without any thing occurring beyond the business of the day. The Opposition remained silent; a flagrant violation of the Charter was not sufficient to excite its generous indignation against the audacious enterprize of a Ministry creating Peers for the sole purpose of obtaining a majority.

Le Tribune exults in the prospect which this "new act of illegality" opens to France of a liberation from the dominion of the present system. It maintains that the immediate duty of the Chamber of Peers is to refuse to acknowledge the new creations; and that of the Chamber of Deputies, to impeach the Minister who has dared to countersign it.

Le Temps likewise joins the ranks of the opposition on the occasion, and argues that the new creation of Peers cannot be legal under any point of view in which it may be regarded. It also expresses a doubt whether the purpose of the Ministry will be answered by it, as 83 votes will be necessary to constitute a majority, and although the new 36 added to the 55 already promised would make 91, it is not only possible that some of the former may turn round and support the hereditary Peerage, but also by no means improbable that many of the latter will be so much disgusted by the new creations as to withdraw their promises of support.

Le Constitutionnel. "Thirty six peers have been created. We will not speak of those who are selected, nor of those who are left out; it might appear that we felt some regret on account of the latter, or that they themselves experienced similar feelings; while on the contrary, if we can judge of their sentiments by our own, they rather congratulate themselves at not being called upon to give this proof of devotion to the Minister. We can perfectly understand the refusals; but some of the acceptances have painfully surprized us. We have now a second Chamber composed by excluding a part of its old members and the adjunction of new ones; an adjunction purely administrative, and made between the decisions of the two legislative bodies:—a second Chamber of elements in no respect homogeneous, whose mission is to reject whatever may have glided into the new Art. 23 a little in conformity with the wishes of the nation! What will be derived from this branch so unnaturally grafted upon the legislature? What degree of respect will its laws inspire? What will be done if, no matter from what motive, but under the pretence of its unconstitutionality, obedience is refused to its decisions? In our present state of deep affliction we dare not venture to give an answer."

November 21.—Le Courier Francais echoes the same sentiments both on the creation of Peers and the Ordonnance respecting the officers of the Hundred Days; and calls on the Chamber of Peers itself to take the initiative in protesting the illegality of the intrusion of 36 new Members.

Le Journal du Commerce also characterizes the Ordonnances as a direct *coup d'etat*, and dwells particularly on the fact of new Peers being perfect anomalies, since they are neither hereditary according to the old law, nor chosen from among the categories designated by that which it is proposed to substitute for it; the Prince of Moskowa, for example, being under 30 years of age, and M. Ferdinand Foy, under 18.

Le Journal des Debats, after remarking on the inconsistency of those who were the most eagar for the abolition of an hereditary Peerage being now the first to blame the adoption of the only means by which it could be effected, says:—"The whole argument of the opposition amounts to this: that the Chamber of 1830, by submitting the 23d article of the Charter to a revision, suspended the Royal right of nominating Peers which is conferred by that article. It is also added, that since the presentation of the Bill, which however has only been adopted by one branch of the Legislature, the 23d article has received its death-blow, and that therefore the Crown can neither use that 23d article, which is thus suspended and paralysed, nor the new Bill, which is not yet invested with the authority of a Legislative act. What would be the necessary consequence of the admission of this argument? That with the suspension of the 23d Article of the Charter, the Representative Monarchy itself would be suspended also. In a Representative Government, the existence of the Throne is impossible without the double prerogative of dissolving the Chamber of Deputies and nominating new Members of the chamber of Peers." It then points out the numerous cases in which the existence of a factious majority in either chamber might assume a despotic control over the two other branches of the Legislative Body, and totally paralyse the action of Government, if the King had not the moderating power of renewing both chambers, the one by a dissolution, the other by the creation of new Peers; and shows the consequences which would have resulted from the possible refusal of the chamber of Peers to adopt the various laws (particularly those on the Elections and the Budget) presented for its sanction since the Revolution of July; and adds, that to be consistent, the Opposition ought to maintain that the legislative functions of the chamber of Peers were suspended, as well as the Royal prerogative of creation. It then examines the question as to whether the 23d Article was in fact suspended at all, and argues that, on the contrary, it was only in the situation of the laws of education, the municipal and departmental laws, and many others, which are not only subject to revision but are every day undergoing alteration, but which maintain their full force and authority until formally abrogated. This was proved when Marshal Soult, and Admiral Duperré were nominated Peers, since the Revolution in July, without the slightest objection being made to the measure. It then alludes to the argument founded on the fact of the new Bill having been adopted by the Chamber of Deputies as still more destitute of any solid basis, since it is one of the first principles of a representative government, that a measure while in progress, and until it has received the sanction of all the branches of the legislative body is *quasi* non-existent, and can have no effect in diminishing the validity of subsisting provisions. In conclusion, after remarking that the real clue to the conduct of the Opposition is to be found in their rage and disappointment at finding that the Ministry has not fallen under the weight of the Peerage question, it says:—"We have shown better feelings. We firmly and frankly supported the maintaisance of an Hereditary Peerage, because we thought it good in itself. A measure now comes which gives the death blow to our cause; but this measure, however it may be reproached by others, is legal, and strictly within the prerogatives of the Crown. When, therefore, we heard this sacred right furiously attacked, we felt at once that it was the duty of all the friends of order and the happiness of France to lend all their efforts to its support."

[*From the London Times of Dec.* 19.]

It cannot be endured with patience that the peace of Europe should be longer menaced by two of its insignificient states. The formal recognition of King Leopold by the Allies, must, we think, bring his Dutch Majesty to a more reasonable estimate of his present situation. Instead of frankly presenting to the States General, like his neighbor King Leopold, a project of law to authorize his definitive consent to the Londdon Conference, and lamenting, like him, that be was compelled, from a regard to his Allies, to accept conditions to which his personal opinion was repugnant, he entertains the Assembly with the steps which he had taken to postpone the conclusion of peace, and to procure a hopeless modification of a convention declared by its authors to be final. England, which like the other four Powers, is sincerely desirous of peace, and is convinced that the general tranquillity cannot be maintained if hostilities are permitted in such an inviting field of foreign adventure as the Netherlands, has shown a just displeasure at this selfish obstinacy or temporising ambition. Sir C. Bagot, our Ambassador at the Hague, is said to have demanded his passports, unless his Dutch Majesty would immediately adopt the twenty-four Articles. His Majesty's answer is said to be, that *he* would not accept them, but that he would concult the States General. If this be really his answer, he shows more duplicity than any but his enemies have hitherto ascribed to his character. When, in the beginning of September, 1830, deputations from Brussels and Liege waited upon him with their complaints, he offered to convoke the States General to deliberate on the redress of their wrongs. The States General accordingly met, and, though very equivocally, he called upon them to determine the question of a separate Administration for the northern and southern provinces of his kingdom. He showed no directness or frankness in his proceedings; the Belgians distrusted him, and suspected that he wished to evade their demands; the conflict of Brussels was the fruit of this temporizing policy, the bombardment of Antwerp followed, and Belgium was lost for ever to the Nassau family. On the present occasion he has not even laid the propositions of the Conference fairly before his Legislative Chambers, thinking, no doubt, that he can treat his Allies with more contempt than he did his revolted subjects! What is the secret of this conduct? what is the key to this enigma? It cannot be sheer stupidity, for his Majesty is an "enlightened" Sovereign; it cannot be any well-grounded reliance on Russia or Prussia, because we have proved before that they are zealous parties to the treaty. It must, therefore, be either the pure chapter of accidents, or a calculation of some speedy change in the councils of England, which warrant his Majesty in standing out against the award of the London Conference. Sir C. Bagot is said to stand recalled, if his Dutch Majesty proves refractory. But why was Sir C. not recalled long ago? Why was he at the Hague on such an occasion? and may not his Majesty have proved refractory because he was there?

London, Nov. 21.—The news from Sunderland is unfavorable. A letter from that place dated the 17th says, "I arrived at the instant of the meeting of the Commission of health, and I am sorry to say there are six sudden deaths, and many bad cases.—Every body maintains that the disease is not contagious, because no person attached to the sick has been infected. It is said there are also more cases at Stockton and New Castle. There are not, after all, more deaths here than are common at this season, perhaps less."

DOMESTIC SUMMARY.

It is stated in the United States Gazette that Mrs. Haslam, a niece of the late Stephen Girard, is preparing a biography of her uncle, from the papers and continued diary which he kept. A likeness of Mr. Girard will accompany the work.

Regularity.—It is stated in the Report of the Paymaster-General, which accompanies the Report of the Secretary of War, that within the last eight years, upwards of nine millions of dollars have been disbursed by that department in small sums, without the loss of a *single cent* to the government, and without having had resort to a single coercive measure to compel a more prompt settlement of accounts.

The great case which has been depending for some time in Maryland, between the Baltimore and Ohio Rail-Road Company, and the Chesapeak and Ohio Canal Company, has been decided by the Court of Appeal sitting at Annapolis, *against* the *Rail Road Company*. The main point in dispute was, we believe, as to a particular spot, called the Point of Rocks, on the Potomac, a narrow pass, of which the possession is essential to both Companies, as the routes of their respective undertakings are laid down. Both proceeded to acquire possession, whereupon the Rail-Road Company obtained from the Chancellor of Maryland an injunction restraining the Canal Company from proceeding. Against this injunction the Canal Company appealed. The Court have set aside the injunction, leaving each company free to proceed according to their rights.

From this decision there is no appeal to the Supreme Court of the United States, as the parties do-

cated belong to the State, of which the court decided against them.

AFFAIRS OF STATE.

TWENTY-SECOND CONGRESS—1st SESSION.

IN SENATE—*Tuesday, Jan. 3.*

Mr. Waggaman of Louisiana, and Mr. Tipton of Indiana, took their seats. A petition from Philadelphia, for the improvement of the Navigation of Back Creek, was referred to the Committee on Commerce.

Mr. Hayne, from the Committee on Naval Affairs, reported a bill "to provide for the distribution of the duties of the Commissioners of the Navy, and for other purposes;" and a bill "concerning Navy Agents;" which were severally read and ordered to a second reading.

A bill, from the House of Representatives, to alter the time of holding the spring term of the Circuit Court of the United States for the Southern district of New York, was twice read, and referred.

Mr. Dallas was appointed a member of the Committee of Military Affairs and of the Militia, in place of Mr. Barnard, resigned; and Mr. Tipton a member of the Committee on Public Lands, in place of Mr. Hanna.

The Senate sat some time with closed doors.

In the House of Representatives, the following resolutions were adopted:—

By Mr. Hogan—

Resolved, That the Committee on Internal Improvements be instructed to inquire into the expediency of constructing a breakwater for the protection of the Harbor of Plattsburg, and for erecting a Light House on Cumberland head, on Lake Champlain.

By Mr. Dearborn—

Resolved, That the Committee on Commerce be instructed to inquire into the expediency of requiring the Secretary of the Treasury, annually to prepare and lay before Congress statistical accounts of the commerce and navigation between the several states, for each preceding year, in the manner prescribed by the act of February 10, 1820, for the commerce with foreign nations.

The following, submitted by Mr. Pendleton, were laid on the table and ordered to be printed:—

1. Resolved, That it is expedient to bring in a bill to regulate and declare the appellate jurisdiction of the Supreme Court of the United States in Criminal Cases arising in the State Courts.

2. Resolved, That in the proposed bill, the provisions of the 25th section of the Act, "To establish the Judicial Courts of the United States," passed September 24, 1789, shall be declared to apply the final judgments in Criminal Cases, which are now depending, or which shall hereafter arise in the State Courts.

3. Resolved, That in the proposed bill, adequate provisions shall be inserted, to enforce the return of all process and proceedings in the Court below to the Supreme Court of the United States.

4. Resolved, That in the proposed bill, it will be expedient to provide, that in all cases a writ of error to be allowed in pursuance of the Act, shall have the effect to suspend the execution of the judgment complained of, and that adequate penalties shall be imposed upon any person or persons who shall, in this respect, violate the provisions of the Act.

Mr. Mercer offered the subjoined:—

Resolved, That, as soon as the Public Debt of the United States shall have been discharged, or such provision made therefor, as shall release the public lands from the claims of the public creditors, the nett proceeds of the sales of those lands shall be applied, under such regulations as the Legislatures of the several states and territories may rerespectively provide in the proportion of one moiety to popular education, and the other to the removal of such free people of color thereof, as may desire to emigrate to Liberia, in Africa, or elsewhere, beyond the limits of the United States and of their Territories.

Resolved, That in effecting the preceding purposes, the proceedings of the sales of the public lands be distributed among the several States and Territorirs according to their respective numbers.

In the Senate, on Wednesday, a bill was reported, by the Committee on Naval Affairs, to establish the office of Surgeon-General of the Navy; and another, by the Military Committee, to organize the Ordnance Department. The bill to provide for the settlement of claims by the States on the United States, for interest on advances during the late war, was ordered to a third reading. Some time was spent in Executive business.

In the House of Representatives, Mr. Mercer's resolutions respecting the Public Lands were laid on the table by a vote of 124 to 54. The Military Committee reported a bill for the erection of a National Armory on the Western waters; and a bill was reported to apportion representatives according to the fifth census. Mr. Blair's resolution respecting the Public Lands was laid on the table by a vote of 109 to 70. Among the resolutions adopted were the following:—

By Mr. Davis of South-Carolina—

Resolved, That the Committee on Foreign Relations be instructed to inquire into the expediency of reducing the number of our Foreign Ministers, resident abroad, above the grade of Chargé d'Affaires, to three, viz.: to the Courts of England, France and Russia.

By Mr. Drayton—

Resolved, That the Committee on Naval Affairs be instructed to inquire into the expediency of increasing the pay and emoluments of the Officers of the United States' Navy, so as to place them upon an equality with officers of the same rank in the Army of the United States.

By Mr. Wickliffe—

Resolved, That the Committee on Military Affairs be instructed to inquire into the expediency of vacating all present, and prohibiting all future appointments in the staff of the army from the Captains of the line; and to require that each Captain shall be kept with, and in command of his appropriate company. That the Executive be vested with a discretion to appoint from the non-commissioned officers of the army, when they may be found worthy of promotion, a certain portion of the Second Lieutenants. That, in order to enable the President to do this, the Committee further inquire into the expediency of reducing the number of Cadets in the Military Academy at West Point, and to prohibit the appointment of any Cadet who has not attained the age of 17 years.

CONGRESSIONAL ANALYSIS.—In the Senate, Thursday, a number of private bills were passed, and others matured. The bill providing for the final settlement of claims for interest on advances made during the late war, by the several States to the United States, was passed. Mr. Benton's bill to reduce the duties on Indian blankets and other Indian goods, having received two readings, Mr. Benton moved its reference to the Committee on Finance. After some discussion, this motion was lost; Ayes 17, Noes 25. Mr. Dickerson's motion to refer it to the Committee on Manufactures prevailed by a vote of 25 to 18. Some time was spent in the consideration of Executive business. The Senate adjourned over to Monday next.

In the House of Representatives, Mr. Drayton, from the Committee on Military Affairs, reported a bill making further provision for the Military Academy at West Point. A bill to add a part of the Southern to the Northern District of the State of Alabama, was *passed*. A discussion of some length took place upon a motion to recommit to the Committee on Claims, the bill reported from the Committee on Military Affairs, providing for the adjustment of the claims of the State of South Carolina against the United States, in which Messrs. Adams, McDuffie, Speight, E. Everett, Burges, Williams, Reed, of Massachusetts, Drayton, Davis of Massachusetts, and Barbour, of Virginia, took a part. The motion to recommit was lost by a large majority, and the House adjourned without taking the question on the amendment to the bill reported by the Committee of the Whole.

CONGRESS—*Friday.*

The Senate did not sit.

In the House of Representatives, Gen. Hawkins, of North Carolina, appeared and was qualified, and took his seat. A number of bills were reported, and among them the naval appropriation bill for the year 1832, which was read twice, committed to a Committee of the Whole on the state of the Union. Mr. Kerr, from the Committee on the Territories, reported a bill establishing the territorial government of Ouiscensin, which also was read a first and second time, and committed to a Committee of the Whole on the state of the Union. The report of the Committee of Claims on the South Carolina claims was ordered to be printed. The remainder of the day was devoted to private business.—[Telegraph.]

LEGISLATURE OF NEW-YORK.

IN SENATE—*Thursday, Jan. 5.*

The President announced the appointment of the Standing Committees.

Committee on Claims—Messrs. Hubbard, Sherman, and Fuller.

On Finance—Messrs. Bronson, Dodge, and Fisk.

On the Judiciary—Messrs. Beardsley, Talmadge, and Edmunds.

On the Militia—Messrs. Foster, Deitz and Gere.

On Canals—Messrs. Edmonds, Hubbard and Armstrong.

On Roads and Bridges—Messrs. Westcott, Lynde and Halsey.

On Literature—Messrs. McLean, Mather and Lansing.

On the State Prisons—Messrs. McDonald, Allen, and Seward.

On Banks and Insurance Companies—Messrs. Allen, Beardsley and Eaton.

On the Division of Counties and Towns—Messrs. Dodge, Conklin and McDowell.

On Agriculture—Messrs. Rexford, Gere, and Cropsey.

On Manufactures—Messrs. Armstrong, Quackenboss and Cary.

On Privileges and Elections—Messrs. McDowel, McLean and Wescott.

On Enrolled Bills—Messrs. Mather, Seward and Foster.

On Indian Affairs—Messrs. Lansing, Conklin and Birdsall.

On Expiring Laws—Messrs. Tracy, McDonald and Cropsey.

On Expenditures—Messrs. Eaton, Carey and Quackenboss.

On the Incorporation of Cities and Villages—Messrs. Maynard, Sherman and Birdsall.

On Rail-Roads—Messrs. Talmadge, Maynard and Halsey.

Select Committees on the Governor's Message,—In relation to Insane Poor, and County Poor Houses—Messrs. Sherman, Bronson and Dietz.

In relation to the survivors of the Revolutionary War—Messrs. Fisk, Fuller and Rexford.

IN ASSEMBLY.

Various petitions for Rail-roads, Banks, &c. &c., were presented, and some unimportant business was transacted, which we have not room to record.

IN SENATE.—*Friday.*

A petition was presented by Mr. Maynard, of Jno. Jacob Astor and others, for the incorporation of a company to construct a Railroad from Schenectady to Buffalo.

A bill for the improvement of the Literature Fund was twice read, and ordered to be printed.

On motion of Mr. Fuller,

Resolved, That the Attorney General submit to the Senate an opinion on the legal effect of the provision in section 4, at page 600 of the 1st volume of the Revised Statutes, on acts of incorporation, in cases where the acts themselves contain no such provision; and also an opinion on the legal effect of those provisions, by which the Legislature reserves to itself the right to alter, modify and repeal certain acts, in cases where such reservation is contained within the act.

After the consideration of executive business, the annual report of trustees of the state library was received and referred to the committee on literature.

IN ASSEMBLY.

Petitions—To authorize the Troy road and Rail-road company, to construct a Rail-road from Troy to Schenectady; for a Bank at Lyons; for a Rail-road from Owego to New York; for the Central Bank of Genesee; to renew the charter of the Lansingburgh bank; for a Rail-road from Troy to Whitehall; to incorporate a company to construct a Rail-road from Schenectady to the west shore opposite Troy; for the Rail-road bank at Schenectady; from three towns in Delaware co. for the Delaware county bank at Delhi; for a bank at Le Roy.

Resolved, if the Senate concur, That the Senators in Congress from this state be instructed, and the representatives of the people of this state in Congress be requested to use their exertions to procure such an alteration of the act of Congress, passed in the year 1792, organizing the militia of the United States, as shall exempt from the performance of military duty all such citizens as shall not have attained the age of 21 years or shall have passed the age of 40 years.

On motion of Mr. Varian, resolved that the Comptroller report to this House the amount of Bank Capital in each county of this State, and that the same be arranged by counties, designating the towns in which the several banks are located.

IN SENATE—*Saturday, Jan. 7.*

The only business of interest this day was the ordering of the bill to incorporate the Newburg Whaling Company to a third reading. Adjourned to Monday.

IN ASSEMBLY.

Petitions presented.—For the incorporation of the Oneida and Oswego Rail-road Company.

For a Rail-road from Rochester to Allegany.

For a Rail-road from Troy to Whitehall.

Do. from Saratoga Springs to Whitehall.

A Rail-road from New-York to Albany, through Dutchess county.

For a Rail-road from New-York to Albany, thro' Putnam county. For a Bank at Delhi.

From Dutchess county, for the Leather Manufacturer's Bank, New-York.

The Speaker announced the following

Standing Committees of the Assembly.

On Ways and Means.—Messrs. Litchfield, Hammond, Craig, Howell, Andrews.

On Grievances.—Messrs. Granger, Hardenburgh, Fitch, Colwell, Mercereau.

On Privileges and Elections.—Messrs. Resmer, Speed, Angel, Martin, Ely.

On the Judiciary.—Messrs. Otis, McKeon, Doig, Skinner, Young.

On Expiring Laws.—Messrs. Walker, Coulter, Brinckerhoff, Hosea, Bennet, Batchelor.

On Claims.—Messrs. J. Miller, Couch, Blawgelt, Masters, Gates.

On Colleges, Academies, and Common Schools.—Messrs. McDonald, Van Schaick, King, E. Dodge, Norton.

On Engrossed Bills.—Messrs. Varian, Williamson, Watson, Per, Lee, Whitney.

On the erection and division of Towns and Counties.—Messrs. Tilford, Coffin, Strong, Barnum, Anderson.

On the Incorporation of Cities and Villages.—Messrs. Ostrander, Lennebacker, Dorn, Gillett, Mason.

On Agriculture.—Messrs. Butler, Barker, Nicholas, Hughston, Sprague.

On the Incorporation of Religious and Charitable Societies.—Messrs. Downing, Vandewarker, McBurney, Thompson, Brown.

On the Incorporation and Alteration of the Charters of Banking and Insurance Companies.—Messrs. Bishop, Sawyer, Ten Broeck, M.W.Bennett, Arnold

On Aliens.—Messrs. R. R. Miller, Brisban, Hamblin, N. Smith, Patterson.

On Canals and Internal Improvements.—Messrs. Howell, Spencer, Woods, Twitchell, Litchfield.

On Roads, Bridges and Turnpike Companies.—Messrs. Moulton, Juliand, Disbrow, Landon, Clark.

State Prisons and the Penitentiary System.—Messrs. Van Duzer, Beardsley, Talmadge, Ostrander, Frost.

Militia, &c.—Messrs. Mayers, Genet, Salisbury, Allen, Wood.

Indian Affairs.—Messrs. R. D. Dodge, Ross, Van Arnem, Head, Mills.

Manufacture of Salt.—Messrs. Curtis, Hogeboom, Dygert, Cone, Hough.

Medical Societies and Colleges.—Messrs. Milldoler, Maxwell, Winfield, Hamilton, Stevenson.

Two third Bills.—Messrs. Woods, Woodworth, L'Hommedieu, Hiram, Bennett, Bellows.

Public Lands.—Messrs. Cruikshank, Dickson, Thorp, Bliss, Collins.

Trade and Manufactures.—Messrs. Seymour, Morgan, Falth, Humeston, Hawkins.

Rail-Roads.—Messrs. Stilwell, Kemble, Seymour, Mack, Remer.

On so much of the Governor's Message as relates to insane paupers and poor laws.—Messrs. Kemble, Winfield, Otis, Spadbolt, Risby.

Imprisonment for Debt.—Messrs. Stilwell, Genet, T. Smith, Phelps, White.

The Treasurer's annual report was received and ordered to be printed.

IN SENATE.—*Monday.*

A petition for a Rail-road from Schenectady to Buffalo was presented.

A resolution by Mr. Allen, respecting the Bank Fund, was adopted. The bill incorporating the Newburg Whaling Company was passed, after an amendment excluding foreigners from any interest in it.

Appointment of Canal Commissioner.

At 12 o'clock, the Senate proceeded to appoint a canal commissioner in the place of Henry Seymour resigned, each Senator rising in his place and naming his candidate. The result was as follows—

For Jonas Earll Jr—15.

For A. P. Granger—6.

A resolution was then passed declaring Mr. Earll appointed on the part of the Senate.

The Senate then proceeded to compare nominations with the Assembly, and they were found to agree, and the Senate adjourned.

IN ASSEMBLY.

Petitions presented—For a bank at Le Roy; for a bank at Fredonia; further petitions for the Rochester and Alleghany Rail-road; further petitions for a bank at Homer; to increase the capital of the Phœnix Bank in New York; for a Rail-road Bank at Schenectady; to renew the charter of the New York Eye Infirmary; further petitions for a Bank at Albion; for a Bank at Little Falls; for a Rail-road from Lake Champlain to the St. Lawrence river; for a Bank at Brockport, Monroe county; of the Steuben manufacturing company, for an act of incorporation for hydraulic purposes; further petitions for the New York Leather manufacturers' Bank; for a Rail-road from the Canajoharie Rail-road to the Susquehannah river; further petitions for the Steuben co. Bank.

On motion of Mr. Dodge, the Rail-road committee were discharged from the further consideration of the petition for a Rail-road from Watertown to Rome.

The hour having arrived for the appointment of a Canal Commissioner, the House proceeded to nominate, the result of which was for Jonas Earll, Jr. 86 votes; for Amos P. Granger 27 votes: for Ambrose Spencer 1 vote; and one for Walker Todd.

The Senate met the Assembly, and their nominations agreeing, Mr. Earll was declared to be duly elected. And then the House adjoorned.

[FROM THE ALBANY ARGUS.]

Annual Report of the Commissioners of the Canal Fund, made to the Legislature of New York, January 3, 1832.

The Commissioners of the Canal Fund, pursuant to chapter nine, title two, of the first part of the Revised Statutes, respectfully submit the following Report:

CANAL FUNDS.

The canal funds are as follows, viz:

Erie and Champlain Canal Fund.

The canals,		$
Lands given by John Hornby	acres 3000	
De. do. Gideon Granger	do 1000	
Bonds for sales of Lands.		
Bond of Alpheus Hawley, for one half the consideration on the sale to him of the 100,632 acres of land in Cataraugus county, given to the canal fund by the Holland Land Company,	$14,105 13	
Bonds for sales of land on Grand Island,	5,863 83	
		19,968 96
Stocks.		
State stock, 5 per cent. issued to the Del. & Hudson canal company,	$200,000	
Do. do. issued to the Neversink Navigation Co.	10,000	
Do. do. issued for the construction of Crooked lake canal	100,000	310,000 00
Loans.		
Loan to the city of Albany, at 5 p.c.		75,000 00
Deposits.		
Cash on deposit in banks with which collectors of tolls make their deposits at 4 1-2 per ct.	$315,075 38	
Cash on deposit in the Mechanics and Farmers' Bank of Albany, at 3 1-2 per cent.	749,56 507	
Cash on deposit in the N.Y. State Bank at Albany, at 3 1-2 per cent,	748,971 39	
Cash on deposit in the Manhattan Bank of N.Y. placed there with a view to be drawn upon the purchase of stock, and bearing no interest,	19,615 14	
		1,833,229 41
		$2,238,198 37

Oswego Canal Fund.

The canal,		$
Bonds for lands sold in the Onondaga salt springs reservation,		1,852 50

Cayuga and Seneca Canal Fund.

The canal,		$

RECEIPTS AND EXPENDITURES FROM THE 1ST OF JANUARY TO THE 30TH SEPTEMBER, 1831.

Erie and Champlain Canal Fund.

Balance of the revenue of this fund in the hands of the Commissioners on the 1st of January, 1831,	$1,388,096 95
Received by the Commissioners during the year,	1,077,902 96
	$2,465,999 91
Expended during the year,	632,070 50
Balance on hand Sept. 30th, 1831,	$1,833,229 41

Oswego Canal Fund.

Received by the Commissioners during the year,	$40,717 21
Expended during the year,	40,717 21

Cayuga and Seneca Canal.

Received by the Commissioners during the year,	$15,794 69
Expended during the year,	15,794 69

Chemung Canal.

Balance on hand 1st January, 1831,	$93,379 00
Received by the Commissioners during the year,	164,261 37
	257,640 37
Expended during the year,	155,671 96
Balance on hand Sept. 30th, 1831,	$101,968 41

Crooked Lake Canal.

Received by the Commissioners during the year,	$100,000 00
Paid by the Commissioners,	12,887 67
Balance on hand 30th Sept. 1831,	$87,112 33

SUMMARY.

Bal. in hand of Erie & Champlain canal fund,		$1,833,229 41
do.	Oswego, do.	0,000 00
do.	Cayuga & Seneca,	0,000 00
do.	Chemung, do.	101,968 41
do.	Crooked lake, do.	87,112 33
	Total,	$2,022,310 15

The balances in hand were on deposit, to the credit of the Commissioners, on the 30th September, as follows, viz:

Belonging to the Erie and Champlain canal fund.

In Mechanics' and Farmers' Bank,	$749,567 50	
New York State Bank,	748,971 39	
Bank of Manhattan Co.	19,615 14	
Bank of Troy	76,972 63	
Saratoga County Bank,	8,329 54	
Ontario Branch Bank,	28,382 61	
Bank of Geneva,	32,913 65	
Onondaga County Bank,	13,036 24	
Wayne County Bank,	16,300 33	
Bank of Rochester,	94,452 11	
Bank of Monroe,	12,062 81	
Lockport Bank,	32,626 06	
		1,833,229 41

Belonging to the Chemung canal.

In Merchants and Mechanics' Bank, Troy,	$50,000 00	
Commercial Bank,	35,860 80	
Bank of Troy,	26,107 55	
		101,968 41

Belonging to the Crooked lake canal.

In Merchants' & Mechanics' Bank, Troy,	87,112 33
Total,	$2,022,310 15

ESTIMATE OF RECEIPTS AND EXPENDITURES FOR THE YEAR 1832.

Erie and Champlain Canal Fund.

Revenue.

Canal tolls, exclusive of the tolls collected and paid over to the proprietors of the Albany Basin	$1,100,000 00	
Vendue duty,	200,000 00	
Salt duty,	150,000 00	
Interest on bonds for lands sold	900 00	
Rents for surplus waters,	1,500 00	
		1,452,400 00

In addition to the above estimate of the regular income of this fund, the following revenues arising from investments of its surplus moneys, should be added, viz:

Interest upon $200,000 of a 5 per cent state stock, issued to the Delaware and Hudson Canal Company, $10,000 00

Interest upon $10,000 of 5 per cent. state

stock, issued to the Neversink Navigation Company,	50 000	
Interest upon $100.000 of 5 per cent. state stock, issued for the construction of the Crooked Lake canal,	5,000 00	
Interest upon a loan of $75,000 at 5 per cent. to the city of Albany,	3,750 00	
Interest upon $150.000 deposited with the National Bank in the city of New-York, at 4 per cent.	6,000 00	
Interest upon $500,.000 deposited with sundry other banks upon contrast, 4 1-2 per cent.	16,875 00	
Interest upon, say $300,000, the average amount which will be retained by the banks receiving the tolls from the collectors, at 4 1-2 per cent.	13,500 00	
Interest upon the general deposits of the fund in the depositing banks in Albany, where moneys are paid and drawn without notice, at 3 1-2 per cent,	42,000 00	
		97,625 00

Showing the whole estimated income for the year 1832, to be $1,550,025 00

Expenditures.

For interest on loans,	$379,586 80	
By superintendants of repairs,	210,000 00	
For the collection of tolls, including the pay of inspectors, and all expenses of the collector's offices,	23,000 00	
By the Canal Commissioners, including payments for damages,	10,000 00	
For salaries of weigh-masters, the pay of their assistants, and the expenses of the weigh-locks,	4,500 00	
For printing, including blanks, circulars, and all other printing for the canals,	1,700 00	
For compensation of the canal appraisers.	1,000 00	
For incidental expenses of the commissioners of the canal fund,	400 00	
For extra allowances by the canal board,	500 00	
For costs in suits instituted for the recovery of penalties for violations of the canal law and regulations, &c.	500 00	
For clerk hire of the canal room,	1,880 00	
For expenses of changing the certificates of canal stock, pursuant to chapter 320 of the laws of 1831,	1,000 00	
		$634,066 80

Which expenditure being deducted from the estimated income, as above given, will show an estimated surplus for the year 1832, of $915,958 20

Oswego Canal Fund.

Revenue.

Canal tolls,	$15,000 00	
Rents of surplus waters,	800 00	
		15,800 00

Expenditures.

For interest upon loans,	$21,367 36	
By the superintendant of repairs, including payments to lock-tenders,	10,000 00	
By the canal commissioners, including payments for damages,	2,000 00	
For the collection of tolls, including all the expenses of the collectors' offices,	1,800 00	
		35.167 36

Thus showing a deficiency in the revenue of this fund to meet the charges upon it for the year 1832, of $19,367 36

Cayuga and Seneca Canal Fund.

Revenue.

Canal tolls,		$14,000 00

Expenditures.

For interest on loans,	$11,850 00	
By the superintendant of repairs, including payments to lock-tenders,	4,500 00	
By the canal commissioners, including payments for damages,	2,000 00	
For the collection of tolls, including all the expenses of the collectors' offices,	1,000 00	
		19,350 00

Thus showing a deficiency of the revenue of this canal to meet the charges upon it for the year 1832, of $5,350 00

[The residue of the Report, 26 octavo pages, consists of remarks relative to the mode of investing the surplus canal revenues, and the condition of the various canal stocks and loans issued by the State, with an appendix of tables explanatory of the above statements. It will be perceived that these statements embrace but three quarters of the present year, the last Annual Report of the Commissioners having brought their accounts up to the 31st December last, and the accounts being now directed by law to be closed on the 30th September, in each year.]

SILAS WRIGHT, JR.
A. C. FLAGG,
GREENE C. BRONSON,
A. KEYSER,
SIMEON DE WITT,
Commissioners of the Canal Fund.

Dated Albany, December 1, 1831.

[*From the Albany Argus of Friday.*]

COMPTROLLER'S REPORT.

The Annual Report of the Comptroller was made to the Assembly on Wednesday. The document is too voluminous to admit of its insertion entire, while our columns are necessarily so much occupied by the other legislative proceedings. We therefore make from it the following brief abstract, as presenting in a small compass the most interesting facts in relation to the finances of the state.

The nominal capital of the general fund, as exhibited in the report, is		$1,131,026 05
By a law of the last session, the Comptroller was directed to ascertain, from an actual examination of the securities in his office, the amount of the actual value of the capital of this fund, separate from those portions included within its nominal capital, which are supposed to be doubtful, or are known to be bad. The report exhibits the real value, thus ascertained, to be		803,291 62
Leaving a difference between the nominal and real value of the capital of the fund of		327,734 43

This difference is accounted for principally by a detailed statement annexed to the report.

The capital of the school fund is represented as being entirely sound and productive, with the exception of $50,000 Middle District Bank Stock, and is stated at $1,754,159 40

The capital of the literature fund, devoted to the aid of academies and the higher classes of schools, is represented to be also sound and productive, and is stated at $263,507 96

The capital of the Bank Fund is only the contribution of the first year after its establishment, and when but a very small portion of the capital now contributing to it was subjected to the provisions of the law establishing the fund, and is stated at $26,498 73

The total receipts into the Treasury during the time covered by the report, are stated as follows:

For account of the

General Fund	$249,367 82	
Erie and Champlain canal fund	1,250,523 05	
Oswego canal fund	19,019 44	
Cayuga and Seneca canal	10,043 94	
Common school fund	165,182 69	
Literature fund	19,309 32	
Bank fund	27,084 70	
		$1,740,530 96

The whole amount of warrants drawn upon the Treasury, during the same time, are given as follows:—

For account of the

General fund,	$343,521 31	
Erie & Champlain canal fund,	1,250,523 05	
Oswego canal fund,	19,019 44	
Cayuga & Seneca canal	10,043 94	
Common school fund	104,359 39	
Literature fund,	5,653 56	
Bank fund	14,966 33	
		$1,748,087 02

Excess of warrants drawn over the receipts of the year, as shown by the above	7,556 06

The following is given as the state of the Treasury, on the 30th day of September last, that being the close of the fiscal year:

Balance in the Treasury on the 30th Nov. 1830		$69,893 84
Receipts into the Treasury, from the last date, to the 30th Sept. 1831		1,740,531 16
		1,810,425 00

During the same period the payments from the Treasury have been as follows, viz.

Amount of warrants outstanding 30th Nov. 1830,	$790 48	
Amount of warrants drawn from 30th Nov. 1830, to 30th Sept. 1831, as above	1,748,087 02	
	$1,748,877 50	
Deduct amount of warrants outstanding on the 30th Sept. 1831,	890 05	
		1,747,987 45

Leaving a balance in the Treasury on the 30th Sept. 1831, applicable to the ordinary expenses of the government, and to meet the claims of the common school, literature and bank funds, on the Treasury, of		$62,437 55

Amount due from the general fund to the common school, literature and bank funds, as follows, viz:

To the common school fund, capital		$61,887 64
Revenue		80,662 33
		$142,549 97
To literature fund, capital	16,083 75	
revenue	10,905 67	
		26,989 42
To the bank fund, capital		12,118 37
		181,657 76
From which deduct the balance in the Treasury on 30th Sept. 1831, as above,		62,437 55
And there will remain a deficit of means in the treasury to meet the debt to the specific funds of		$119,220 21

which sum constitutes the existing debt against the treasury, separate from the canal debt.

The canal debt is stated in the report as follows:

Loaned at 6 per cent	$2,943,500 00
" 5 "	5,112,145 86
Making a total of	$8,055,645 86

The estimated ordinary expenses of the government for the current year, as exhibited in the report, are	$269,967 36
The estimated income from the general fund, composed both of capital and revenue, and applicable to these expenses, is only	112,100 00
Leaving a deficiency in the income, from the fund applicable to it, to meet the ordinary expenses, of	$157,867 36

Appointments by the President.

By and with the advice and consent of the Senate.

Samuel A Morse, to be Collector of the Customs for the District, and Inspector of the Revenue for the Port of Machias, in the State of Maine, from the 28th of January, 1832, when his present commission will expire.

Nathaniel Bullock, to be Collector of the Customs for the district of Bristol and Warren, in the State of Rhode Island, from the 2d of January, 1832, when his commission expired.

William Holloway, to be Surveyor and Inspector of the Revenue for the Port of North Kingston, in the State of Rhode Island, from the 15th of February, 1832, when his present commission will expire.

H. G. S. Key, to be Surveyor and Inspector of the Revenue for the port of Llewellenburgh, in the State of Maryland, from the 19th of February, 1832, when his present commission will expire.

Francis B. Armstead, to be Surveyor and Inspector of the Revenue of the Port of East River, in the State of Virginia, from the 9th of January, 1832, when his present commission will expire.

Duncan McDonald, to be Collector of the Customs for the District and Inspector of the Revenue for the Port of Edenton in the State of North Carolina, from the 29th of February 1832, when his present commission will expire.

James R. Pringle, to be Collector of the Customs for the District of Charleston in the State of South Carolina, from the 29th of January 1832, when his present commission will expire.

John Shellman, to be Surveyor of the District and Inspector of the Revenue for the Port of Savannah in the State of Georgia, from the 2d of January 1832, when his present commission expired.—[Globe.]

POETRY.

To the Editor of the N. Y. American:

Sir—I am one of the many who derive gratification from the early notice to be found in your columns of all new and interesting publications, and therefore take a pleasure in some degree reciprocating the favor, by sending you the enclosed extract from a poem that can hardly as yet have met the public eye. The fragment that is thus placed at your service, probably a proof sheet, came home to my wife yesterday in the shape of a wrapper to a jar of pickled oysters which I had ordered from Boston Crummell's. With much respect, your ob't serv't,

Conch.

Extract from the Loves of the Shell-Fishes, an unpublished poem:—

Not in the land where beauty loves to dwell,
And bards to sing that beauty dwelleth there:
Not in the land where rules th' enchanter's spell
And fashions beings beautiful and rare;
Not in such land are laid the scenes I tell.
No odors float upon its sunny air;
No ruddy vintage, and no tinted flowers
Gladden its fields or bloom within its bowers.

Mine is a lowlier lay—the unquiet deep—
The world of waters; where man's puny skill
Has but along its surface dared to creep;
The quaking vassal of its wayward will,
Exultant only when its calm waves sleep,
And its rough voice is noiseless all and still,
And trembling when its crested hosts arise,
Roused from their slumbers by the wind's wild cries.

None but the dead have visited its caves;
None but the dead pressed its untrampled floor.
Eyes, but all sightless, glare beneath its waves,
And forms earth's worshippers might well adore,
Lie in their low and ever freshened graves,
All cold and loveless far beneath its roar.
The bright-eyed maiden and the fair haired bride,
And sire and son there slumber side by side.

The decorated dead—there's nought above
More calmly soft or delicately fair.
Our picturing fancies, when in dreams they rove,
Create no forms that may with them compare.
Match me ye eyes of light—ye forms of love,
That glad the dimness of our upper air:
Match me your living beauties like to those
The sea's vast charnel holds in deep repose.

What though our gorgeous sun deny its light—
What though its nights are starless—yet there beams
Within its element, all pure and bright,
A living radiance that by far out gleams
The kindled glory of our day or night,
Flowing from out a thousand radiant streams,
The very essence of that lower world,
Where night's dark drapery never is unfurled.

The festering fingers of earth-born decay
Mar not the forms that sleep in beauty there:
The change that visits all of human clay,
Passes as lightly as the summer air
Over the slumberer's face: the wayward play
Of living passion, or the tread of care,
Leave on *our* brows their foot-prints far more deep,
Than the soft change that marks *their* dreamless sleep.

Smile not ye wise ones at my lowly lay,
Nor deem it strange that underneath a shell
High thoughts exert their ever ruling sway
And soft affections scorn not there to dwell.
That in an oyster's breast the living ray
Of mind beams forth; or that its young thoughts swell
Less vauntingly in pride of place or birth
Than ought that breathes upon our upper earth.

Of blighted hopes and confidence betrayed—
Of princely dames and wights of low degree—
The story of a high born oyster maid
And her clam lover, of low family:
And how they met beneath their oft sought shade,
The spreading branches of a coral tree,
Attended by a periwinkle page,
Selected chiefly for his tender age,

Sing scaly muse.

* * * * *

TO THE MEMORY OF A BROTHER.

Behold the glorious morn! and where art thou,
To feel its first rich breath on thy sweet brow,
Child of our hope and love;
And stand with the spring flowers about thee waking,
And catch the early music that is breaking
From valley and fresh grove?

Were these to thee a weariness—the birds,
And the bright waters, and the earnest words
Of strong affection shed,
A mother's love, whose only influence fell,
In its deep truth and its unchanging spell,
Like light, upon thy head.

"Young brother!" had the sound no joy for thee,
That in the dust this hour thy form should be,
And mute thy blessed voice!
Oh! there be yearnings for thee, gentlest one,
Gone with thy grace and thy sweet laughter's tone!

Meet were thy footsteps for the world of flowers,
And thy lost beauty for the coming hours
Of the crowned summer's reign;
And thou within the silent grave art laid,
And melody of bird and breeze is made
Henceforth to thee in vain!

And there are dancing o'er the joyous earth,
Light hearted children in their fearless mirth,
And they remember not
The clasping of thy gentle hand, thou child,
The spirit beautiful and undefiled,
Now parted from their lot.

But I will speak of thee at eventide,
When in their watchfulness the pure stars glide
Above thy narrow bed,
And when, alas, shall come the morning's gleam
Bringing all beauty unto leaf and stream,
Yet reaching not the dead.

I will remember! and the dream shall be
Forevermore a welcome thing to me,
Child of my bosom's love!
And I will deem thou'rt standing even now,
With the hair parted on thy sinless brow,
In a bright world above.

DIED—

On Monday, at 9 o'clock, JAMES M. PENDLETON, M. D., in the 36th year of his age.

When death deprives us of a fellow being whom we have loved for his virtues, admired for his talents, and honored for his philanthropy, it is the privilege of friendship to pay a tribute to his memory. The case before us is one well calculated to show the comparative nothingness of man, and teach him the uncertainty of all human actions.

Dr. Pendleton entered on his professional career with the most flattering prospects arrayed before him—with a mind anxious for improvement, and a heart filled with a desire to benefit mankind. By his assiduity and attention, he had gained the full confidence of the community: by his honorable professional conduct, he had commanded the esteem and friendship of his fellow practitioners. His feelings naturally led him to the cultivation of those virtues which always adorn human nature, and without which man can never live with honor to himself and credit to his friends. He was ardent in the cause of religion; he was a *practical* Christian. The fruits of his benevolence are to be found, not among the wealthy and proud, but in the hearts of the helpless widow and orphan.

The resignation with which he yielded to the call of death—the tranquil and affectionate farewell to his family and friends—fully demonstrate the purity of his heart; and tell us, in language too forcible for cavil, that it was his good fortune to possess, in the fullest extent, the "*mens sibi conscia recti.*"

G. S. B.

Sunday evening, 8th inst. in the 4th year of her age, *Henrietta*, daughter of President Duer.

Last evening, 5th inst., *Anna Valeria*, daughter of William W. Tindall, aged 4 months.

Yesterday, 9th inst. *Clarissa Gilfert*, daughter of Charles Oakley, in the 6th year of her age.

On the 9th instant, of a lingering illness, which she bore with Christian fortitude, Miss *Catharine Black*, aged 36 years, eldest daughter of Mr. John Black.

On Tuesday evening, Mrs. *Elizabeth Brower*, in the 73d year of her age, consort of Mr. John Brower.

At Brooklyn, Sunday morning, 8th inst. in the 36th year of her age, *Maria Warner*, wife of Thomas Warner White, and daughter of the late George Whately, of Cork.

At his country seat near Columbus, the Hon. *Isaac Minor*, President of the Board of Canal Commissioners for the Ohio Canal.

At St. Croix, the 9th December, where he had gone for the benefit of his health, *Fergus Cochran*, of the firm of Cochran & Brothers, of this city.

In Paris, 1st October, Mr. *William Cooper*, eldest son of the late Wm. Cooper, Esq. of Cooperstown, in the twenty-second year of his age. This young gentleman had been travelling for the last five years, with his uncle Mr. Fennimore Cooper, and was about to return to his native country, when he fell a victim to a rapid decline.

PASSENGERS—

In the packet ship York, for Liverpool:—Captain Pindar, of the 15th Regiment Br. Army; Mr. George Nicholls of Quebec; Mr. Wm. Gambles of Leeds, Eng.; Mr. R. Methley of Quebec; Mr. Lewis of Madeira; Mr. John Mc Nider of Quebec; Mr. John Gosset of Lower Canada; Mr. Wm. Laurie of Quebec.

In the Packet ship Formosa from Havre:—Mr. Hollingsworth, of Baltimore; Mr. Hollingsworth, of Paris; Messrs. Engler and Dernier, of Switzerland; Ehrmann and Miss Basse, of Germany; Mr. Prevost, of Philadelphia; Mr. Hurton, of Pennsylvania; and 40 in the steerage.

AMERICAN RAIL-ROAD JOURNAL.

The subscriber is now publishing a weekly paper, called the **AMERICAN RAILROAD JOURNAL.** A principal object in offering the proposed work to the Public, is to diffuse a more general knowledge of this important mode of internal communication, which, at this time, appears to engage the attention of almost every section of our country.

THE AMERICAN RAILROAD JOURNAL is printed on a sheet of the largest size, (mammoth) and put up in a convenient form for binding, each number containing sixteen large octavo pages of *three* columns each. The selections, upon the subject of railroads and other works of internal improvement, will be from the best authors, both of Europe and America, and will be occasionally illustrated by engravings. A part of this Journal will be devoted to the subject of internal improvement—giving a history of the first introduction of railroads into England and their improvements to the present day. It will also notice the meetings, in different sections of the country, upon the subject of railroads. The remaining part of the paper will contain the LITERARY, MISCELLANEOUS AND NEWS matter of the **NEW-YORK AMERICAN**, *as prepared for that paper*, omitting *all political* subjects, except such as are of general concern.

The terms of the American Railroad Journal are THREE dollars per annum, *payable in advance*; and will not be sent without. Any person who will obtain eight subscribers and remit the amount, shall have a copy gratis: and to companies of *ten* subscribers, who associate and remit twenty-five dollars, it will be sent for $2,50 each per annum. The Journal will be sent for *any* length of time desired, if paid in advance. It will be published on *Saturdays*.

Letters upon the subject of the AMERICAN RAILROAD JOURNAL may be addressed, free of postage, to the publisher and part proprietor,

D. K. MINOR,
No. 35 Wall-street, New-York

NEW-YORK AMERICAN, TRI-WEEKLY.

The NEW-YORK AMERICAN is now published THREE TIMES A-WEEK, in addition to the *Daily* and *Semi-weekly*, as usual. This arrangement is made to accommodate a large class of business-men in the *country*, who are desirous of seeing the *advertisements* of the day, yet are unwilling to encounter the expense of subscription and postage of a daily paper By this arrangement, it will easily be perceived, their wishes may be gratified, at *one half* the expense of a daily paper, as most of the advertisements, both of the *Daily* and *Semi-weekly* papers, will appear in the *Tri-Weekly* American; and the reading matter as published in the Daily paper. It will be issued on *Tuesdays, Thursdays, and Saturdays*, at FIVE dollars per annum *in advance*,—to subscribers *out* of the city of New-York, and forwarded, according to their order, and for *any* length of time.

All letters relating to the TRI-WEEKLY AMERICAN may be addressed to the Publisher and part Proprietor,

D. K. MINOR, *No. 35 Wall-st. N.Y.*

☞ The New-York American is published DAILY at $10 per annum, and SEMI-WEEKLY, at $4 per annum, *in advance*, as heretofore, at No. 35 Wall street, New-York.

SHIP & BOAT SPIKES.

BOAT SPIKES, 7 in. 6 in. 5 in. 4 in. 3 in.—SHIP SPIKES, 3 in. 4 in. 5 in. 6 in. 7 in. 8 in. 9 in. 10 in.

PATENT WROUGHT SHIP & BOAT SPIKES.

THE TROY IRON AND NAIL FACTORY keep constantly for sale a very extensive assortment of Wrought Spikes and Nails, manufactured by the subscriber's Patent Machinery, which after five years successful operation and now almost universal use in the U. States (as well as England, where the subscriber obtained a Patent,) are found superior to any ever offered in market.

RAIL-ROAD COMPANIES MAY BE SUPPLIED WITH SPIKES having countersink heads suitable to the holes in the iron rails, to any amount and on short notice. Almost all the Rail-roads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

☞ All orders directed to the Agent, Troy, N. Y., will be punctually attended to. HENRY BURDEN, Agent.

Troy, N. Y., July, 1831.

☞ Spikes are kept for sale, at factory prices, by I. & J. Townsend, Albany, and the principal Iron Merchants in Albany and Troy; J. I. Brower, 232 Water street, New-York; A. M. Jones, Philadelphia; T. Janvier, Baltimore; Degrand & Smith, Boston. J'16

PRICES OF STOCKS.

Corrected weekly for the N. Y. American—Jan. 11.

	offer.	ask.
U. S. Fives, 1835	104½	105
U. S. 4½s, 1831	—	—
Do. 1832	99½	100
Do. 1833	—	—
U. S. Threes	96	96½
Canal Sixes, 1837	114	—
Do. 1846	121½	124
Canal Fives, 1837	—	—
Do. 1845	115	116
Do. 1846	—	—
Do. 1847	—	—
Do. 1850	—	—
N. Y. State 4½	107	110
Ohio Sixes, 1850	121½	122
Ohio Fives, 1850	110½	—
Corporat. Fives, 1850	—	—
Do. 1921	—	—

Banks.

United States Bank	123½	124
Bank of New-York	120	—
Manhattan Bank	125½	126
Merchants Bank	107	108
Mechanics Bank	114½	114½
Union Bank	103	104
Bank of America	97½	99
City Bank	—	—
Phenix Bank	126	—
North River Bank	—	116½
Tradesmen's Bank	107	109½
Chemical Bank	94	96
Fulton Bank, old st.	115	116½
Do. new st.	115	116½
Del. & Hudson Bank.	63½	63½
Dry Dock Bank	—	105
Greenwich Bank	108½	109½
Louisiana Bank	120	123½
Morris Canal Bank	53	54
Long Island Bank	—	124
Life & Trust Ins. Co.	116	116½
Butchers & Drovers	103	104
Mechanics & Traders	—	—
National Bank	105	105½
Merch'ts Exchange	105	105½
Canal Bk. N Orleans	102½	103

Marine Ins. Cos.

New-York	120	125
Ocean	136	140
American	155	160
National, old	75	84
Do. new	75	—
Pacific	—	—
Union	67	72
Atlantic	—	122½
Neptune	117	121
N. Y. State Marine	78½	81

Jackson Marine	95	96½

Fire Ins. Cos.

Mutual	—	106½
Washington	—	—
Eagle	122½	130
Globe	115	116½
Franklin	106½	106½
Merchants	—	—
Fulton	—	—
Manhattan	106	107
Mercantile	—	—
North River	119	120
Farmers' Loan	96	—
Equitable	94	98½
Phenix	84½	85½
Jefferson	108	110
United States	107½	108½
Contributionship	—	—
Ætna	103½	105
Traders'	107½	110
Tradesmen's	—	—
Howard	117½	—
Firemen's	107	—
Brooklyn	—	—

Railroad Companies.

Mohawk & Hudson	135½	137
Do. (new scrip)	135	138
Paterson & Hudson	110	110½
Canajoh. & Catskill	94	94½
Ithaca & Owego	—	—
Saratoga	103½	104½
N. Y. & Harlaem	101	101½
Boston & Providence	96	107

Miscellaneous.

Manhattan Gas L. Co.	—	—
N. Y. Gas Light Co.	144	145
N. Y. Lombard	—	—
N. Y. & S. Coal Co.	59	62
Merch. Exchange	—	—

EXCHANGE—

On London	109½	110
On Amsterdam	—	40
On France	—	5:15
American Gold	—	—
Portuguese Gold	—	—
Sovereigns	—	—
Heavy Guineas	—	—
Five Franc Pieces	—	—
Spanish Dollars	100½	101
Mexican do.	—	—
Head Pistareens	—	—
Doubloons	—	—
Do. Patriot	—	—

NEW-YORK PRICES CURRENT.

Corrected from the New-York Shipping and Commercial List, Wednesday, January 11, 1832.

ASHES—
Pot, first sort ..... per 100 lbs 5 12½ a 5 15
Pearl ..... do 5 15 a —

BARILLA—
Teneriffe ..... per ton 38 00 a 45 00 free.

BEES WAX—
White ..... per lb 44 a 45 } 15 ad val.
Yellow ..... do 19 a 20 }

BOTTLES—
Bristol, Porter ..... per gross 7 00 a 8 00 } $2 pr gross
Newcastle Wines ..... do 7 00 a 7 50 } quarts.

BREAD—
Navy ..... do — a 3½
Pilot ..... per lb — a 5
Crackers ..... do — a 6

BRISTLES—
Russia, first sort ..... do 60 a 70 } 3c lb.
Do. common ..... do 20 a 40 }
American ..... do 15 a 50

CANDLES—
Mould, tallow ..... do 13 a — } 5c lb.
Dipped ..... do 11½ a 12 }
Sperm ..... do 32 a 33 8c

COAL—
Liverpool ..... per chaldron 15 00 a 16 00 } 6c
Scotch ..... do — a — }
Sidney & Bridgeport ..... do 12 50 a 14 50
Albion ..... do — a —
Virginia ..... do 6 75 a 10 00
Anthracite ..... per ton 10 00 a 16 00

COCOA—
Caraccas ..... per lb 15 a — } 1c
Trinidad ..... do 5 a 6 }
W. I. common ..... do 4 a — }
Para ..... do 5 a — }

COFFEE—
Cuba ..... do 11½ a 12½ } 1c
Brasil ..... do — a 13 }
Porto Rico ..... do 12 a 14 }
Laguira ..... do 11½ a 13 }
St. Domingo ..... do 12½ a 13 }
Java ..... do — a 13 }
Jamaica ..... do 12 a 13 }

COPPER—
Sheathing ..... do 22 a 23 } free.
Pig ..... do 18 a — }
Old ..... do 19 a — }
Bolt ..... do 24 a — 4c per lb.

CORDAGE—
Foreign ..... do 10 a 11 8c lb.
Am. Patent ..... per cwt 11 a 11½

COTTON—
New Orleans ..... per lb 10 a 11½
Upland ..... do 7 a 10
Alabama ..... do 7½ a 11
Tennessee ..... do 7½ a 9

COTTON BAGGING—
Hemp ..... per yd 13 a 17 } 6c sq yd.
Flax ..... do 12 a 16 }
Do. American ..... do 10 a 21

DIAPERS—
Russia, broad ..... per piece 2 87½ a — 25 per ct.

FEATHERS—
Live, Foreign ..... per lb 14 a 20 15 per cent
Do. American ..... do 35 a 37½

FISH—
Dry Cod ..... per cwt — a 2 75 } $1 per
Scale ..... do 1 75 a — } quintal.
Pickled Cod ..... per brl 3 62½ a — $1 50
Do. Salmon ..... do 12 00 a 13 00 2 00
Smoked do. ..... per cwt — a —
Mackerel No. 1 ..... per brl 5 50 a 5 62½
Do. No. 2 ..... do 4 50 a 4 62½
Do. No. 3 ..... do 2 75 a 2 81½
Shad, Conn. Mess ..... do 8 50 a 9 25
Herrings ..... do 2 75 a —
Do. Smoked ..... per box 25 a 80

FLOUR AND MEAL—
New York superfine ..... per brl 6 37½ a 6 50
Troy ..... do — a —
Western Canal ..... do 6 75 a 7 00
Ohio, via do. ..... do — a 6 62½
Philadelphia ..... do — a 6 50
Baltimore Howard st. ..... do — a 6 75
Richmond City Mills ..... do 6 75 a 7 00
Do. Country ..... do 6 37½ a 6 50
Alexandria & Georgetown ..... do 6 37½ a 6 75
Fredericksburg ..... do 6 25 a 6 37½
Petersburg ..... do 6 25 a 6 50
Scratched and fine ..... do 6 00 a 6 12½
Fine middlings ..... do 5 50 a 5 75
Rye Flour ..... do 4 75 a —
Indian Meal ..... do 3 50 a —
Do. do ..... per hhd 16 00 a —

FRUIT—
Raisins, Malaga ..... per cask — a 3 75 } 4c per lb.
Do. bloom ..... per box 3 00 a 3 25 }
Do. muscatel ..... do 3 25 a 3 50 }
Do. bunch ..... do 3 75 a — }
Do. Smyrna ..... per lb 6 a 8 }
Currants, Zante ..... do 8 a 8½ 3c do.
Almonds, soft shell ..... do 10½ a 11½ 3c do.
Do. shelled ..... do 14 a 16 3c do.
Figs, Smyrna ..... do 9½ a 10 3c do.
Filberts ..... do 6 a 7
Prunes Bordeaux ..... do 14 a 18 4c per lb.
Tamarinds ..... do 4 a 6

GRAIN—
Wheat, North riv. ..... per bshl — a —
Do. Genesee ..... do — a —
Do. Virginia ..... do 1 12 a 1 19
Do. North Carolina ..... do 1 12½ a 1 16
Rye, Northern ..... do 94 a —
Corn, Yellow, Northern ..... do — a 70
Do. White, L. I. & N. J. ..... do — a —
Do. Southern ..... do 60 a 62
Barley, North river ..... do — a —
Oats, South & North ..... do 40 a 50
Peas, white dry ..... per 7 bshls 6 00 a 7 00
Do. black eyed ..... do — a 80
Beans ..... do 7 50 a 9 00

HEMP—
Russia ..... per ton 210 00 a 225 00 $50 pr ton
Manilla ..... do — a 245 00 } 15 pr cent.
Sisal ..... do — a — }
American dew-rot ..... do 150 00 a —
Yarns, Kentucky ..... lb 9 a —

HIDES—
La Plata ..... per lb. } 15 a 15 }
Rio Grande ..... } } free.
Brazil ..... do 11½ a 13 }
Do. wet salted ..... do 7½ a — }
Oronoco ..... do 14 a —
West India & Southern ..... do 11 a 13½ }
S. A. Horse ..... per pce 1 55 a 1 62½ }

HOPS—
First sort, 1831 ..... per lb. 12½ a 14
Second sort, do ..... do 10½ a 12

HORNS—
Ox ..... per 100 5 00 a 20 00 15 per ct.

INDIGO—
Bengal ..... per lb. 1 00 a 1 65 } 30c per lb.
Manilla ..... do 75 a 1 12½ }
Caraccas ..... do 1 12½ a 1 35 }
Guatemala ..... do 75 a 1 25 }

IRON—
Pig, Engl. & Scotch ..... per ton 40 00 a 47 50 $12½ ton.
American ..... do 30 00 a 40 00
Bar, do. ..... do 80 00 a 85 00
Russia, P. S. I. ..... do 100 00 a 102 50
Do. new Sable ..... do 84 00 a 85 00
Swedes ..... do 83 00 a —
English ass'd ..... do — a 72 00 $1½ pr cwt.
Sheet, English ..... per cwt. 6 75 a 8 00 3½c per lb.
Peru Iron Co. flat & sq. ..... ton — a 105 00
Round ..... do 120 00 a 140 00
Hoop, American ..... per cwt 5 50 a 7 00 3½c per lb.
Do. English ..... do 6 62½ a 6 75

LEAD—
Pig ..... per lb 5½ a 5¾ 3c per lb.
Bar ..... do 6 a — } 3c per lb.
Sheet ..... do 6½ a — }
Old ..... do — a 5 4c per cwt.

LEATHER—
Sole, Oak tanned ..... per lb 22 a 28
Do. Hemlock ..... do 20 a 23
Upper, dressed ..... side 1 75 a 2 75
Do. undressed ..... do 1 50 a 2 50

LUMBER—
Boards, N. R. ..... per M ft — a 16 00
Do. East'n Pine ..... do 16 00 a 17 00
Do. Albany do. per piece 16 a 17
Plank, Georgia do. per M ft 25 00 a 30 00
Staves, W. O. pipe per M ft 56 00 a 60 00
Do. do hhd ..... do 36 00 a 40 00
Do. do bri ..... do 29 00 a 32 00
Do. R. O. hhd ..... do 27 00 a —
Heading W. O. ..... do 50 00 a 55 00
Hoops ..... do 25 00 a 33 00
Scantling, Pine ..... do 15 00 a 16 00
Do. Oak ..... do 20 00 a 25 00
Timber, Oak ..... per sq. ft 20 a 25
Do. Yellow Pine ..... do 25 a 30
Shingles, Cypress ..... per M ft 3 75 a 4 00
Do. Pine ..... per bundle 2 50 a 3 00

MAHOGANY—
St. Domingo ..... per ft 6 a 40
Honduras ..... do 5 a 15

MOLASSES—
Martinique & Guad. ..... per gall 26 a 27 } 5c per gall.
English Islands ..... do 27 a 28 }
Havana & Matanzas ..... do 25 a 26 }
Trinidad de Cuba ..... do 28 a — }
New Orleans ..... do 26 a 30 }

NAILS—
Cut, 4d to 40d ..... per lb 6½ a —
Cut, 3d ..... do 7 a 8
Cut, 2d ..... do 8½ a 9
Wrought ..... do 10 a 16½

NAVAL STORES—
Tar ..... per brl 1 50 a 1 56
Pitch ..... do — a 1 62½
Rosin ..... do 1 12½ a 1 62½
Turpentine Wilm'n sort ..... do — a 2 37½
Do. North Co. do ..... do 2 — a 2 18½
Spirits Turpentine ..... per gall 30 a 33

OILS—
Florence 30 flasks ..... per box 6 00 a — } 30 per cent
French 12 bottles ..... per bask 4 00 a 4 50 }
Olive ..... per gall 85 a 90 }
Linseed, American ..... do 93 a — 25c per gal
Do. Dutch ..... do — a —
Whale ..... do 31 a 33
Do. refined ..... do — a 45
Sperm, Summer ..... do — a 80
Do. Winter ..... do 95 a 98
Liver, Straits ..... per brl 16 00 a —
Do. Bank & Shore ..... do — a 14 00

OSNABURGS ..... per yd 8½ a — 15 per cen
PLASTER PARIS ..... do 4 25 a —

PROVISIONS—
Beef, Mess ..... per brl 9 00 a 9 25
Do. Prime ..... do 5 50 a 6 25
Do. Cargo ..... do — a —
Butter, N. Y. Dairy ..... per lb 15 a 18
Do. Shipping ..... do 10½ a 12
Do. Philadelphia ..... do 10½ a 11
Hog's Lard ..... per lb 9 a 10½
Pork, Mess ..... do 13 00 a 13 75
Do. Prime ..... do 11 50 a 11 75
Do. Cargo ..... do — a —
Cheese, American ..... per lb 5 a 7
Hams, Virginia ..... do 10 a —
Do. Northern ..... do 9 a 10

RAGS—
Foreign ..... do 4 a 5½
Country ..... do 3 a 5

RICE ..... per 100 lb 3 25 a 3 50

SALT—
Turk's Island ..... per bush 45 a — } 15 cts. pe
Isle of May ..... do — a — } 56 lbs.
St. Ubes ..... do — a —
Cadiz ..... do — a —
Lisbon ..... do — a —
Liverpool ground ..... do 40 a —
Do. blown ..... do — a —
Do. sack do. ..... per sack 2 25 a 2 50

SPELTER ..... per lb 2½ a 3 free

SPIRITS—
Brandy, Otard, D. & Co. ..... gall — a 1 87½ } 4th proof 68
Do. Rochelle ..... do 1 87½ a — } cts per gall
Do. Bordeaux ..... do 1 50 a 1 55 }
Rum, Jam. 4th proof ..... do 1 00 a 1 15 63c per gall
Do. St. Croix, 3d do ..... do 83 a 88 }
Do. Windw. Isl. 3d do. ..... do 80 a 82 } 57c do.
Do. N Orleans, 1st do. ..... do 40 a 45 }
Do. N. Eng. 1st do ..... do 36 a 38 }
Gin Holland, Scheidam ..... do — a — 57c do.
Do. Hour Glass ..... do — a 1 15 do.
Do. Meder Swan ..... do — a 1 16 do.
Do. Country ..... do 40 a 44
Whiskey, Rye ..... do 36 a 37
Cider Brandy ..... do 40 a 42

STEEL—
German, Has. ..... per lb 10½ a 12½ }
English ..... do 11 a 14 } $1 50 p cwt
Trieste, in boxes ..... do 5 a 5½ }
American ..... do 5½ a 6

SUGARS—
British Island ..... do 8 a 9 } 3c per lb.
St. Croix ..... do 7 a 9 }
New Orleans ..... do 5 a 6½
Havana, White ..... do 9 a 10½ 4c do.
Do. Brown ..... do 6 a 7½ }
Do. Muscovado ..... do 5 a 6½ } 3c do.
Porto Rico ..... do 5½ a 7½ }
Brazil, White ..... do 6½ a 8 4c do
Do. Brown ..... do 5 a 6½ } 3c do.
Manilla, Brown ..... do 6½ a 7 }
Lump ..... do 12 a 13 10c do.
Loaf ..... do 14 a 17 12c do.

SUMAC—
Sicily ..... per ton 80 00 a 85 00 } 12½ per ct
Trieste ..... do 50 00 a 55 00 }
American ..... do 35 00 a —

TEAS—
Imperial ..... do 1 10 a 1 25 } 25c do.
Gunpowder ..... do 1 10 a 1 25 }
Hyson ..... do 78 a 94 } 18c do.
Young Hyson ..... do 78 a 90 }
Hyson Skin ..... do 45 a 72 12c do.
Souchong ..... do 40 a 62 10c do.
Bohea ..... do 35 a 38 4c do.

TORTOISE SHELL ..... do 11 00 a 13 00

WINES—
Madeira ..... per gall 1 25 a 2 50 } 50c per gall
Sherry ..... do 1 10 a 2 00 }
Canary, Cogswell's ..... do 95 a 1 37½ }
Teneriffe L. P. ..... do 85 a 1 25 } 30c do.
Do. Cargo ..... do 60 a 75 }
Malaga, dry ..... do 48 a 53 }
Do. sweet ..... do 50 a 65 } 15c do.
Claret ..... per cask 22 00 a 28 00 }
Do. in bottles ..... per doz 2 50 a 7 00 }
Port ..... per gall 70 a 1 50 30c do.
Lisbon ..... do 80 a 1 25 30c do.
Marseilles Madeira ..... do 44 a 54 50c do.
Catalonia ..... do 45 a — 10c do.

WOOL—
Merino, Am. fleece ..... per lb 45 a 65
Do. pulled ..... do 45 a 50
Common ..... do 25 a 35
Pulled, spinning ..... do 40 a 45
Lambs, 1st quality ..... do — a 48
Do. 2d quality ..... do — a 28
Do. 3d quality ..... do 23 a —